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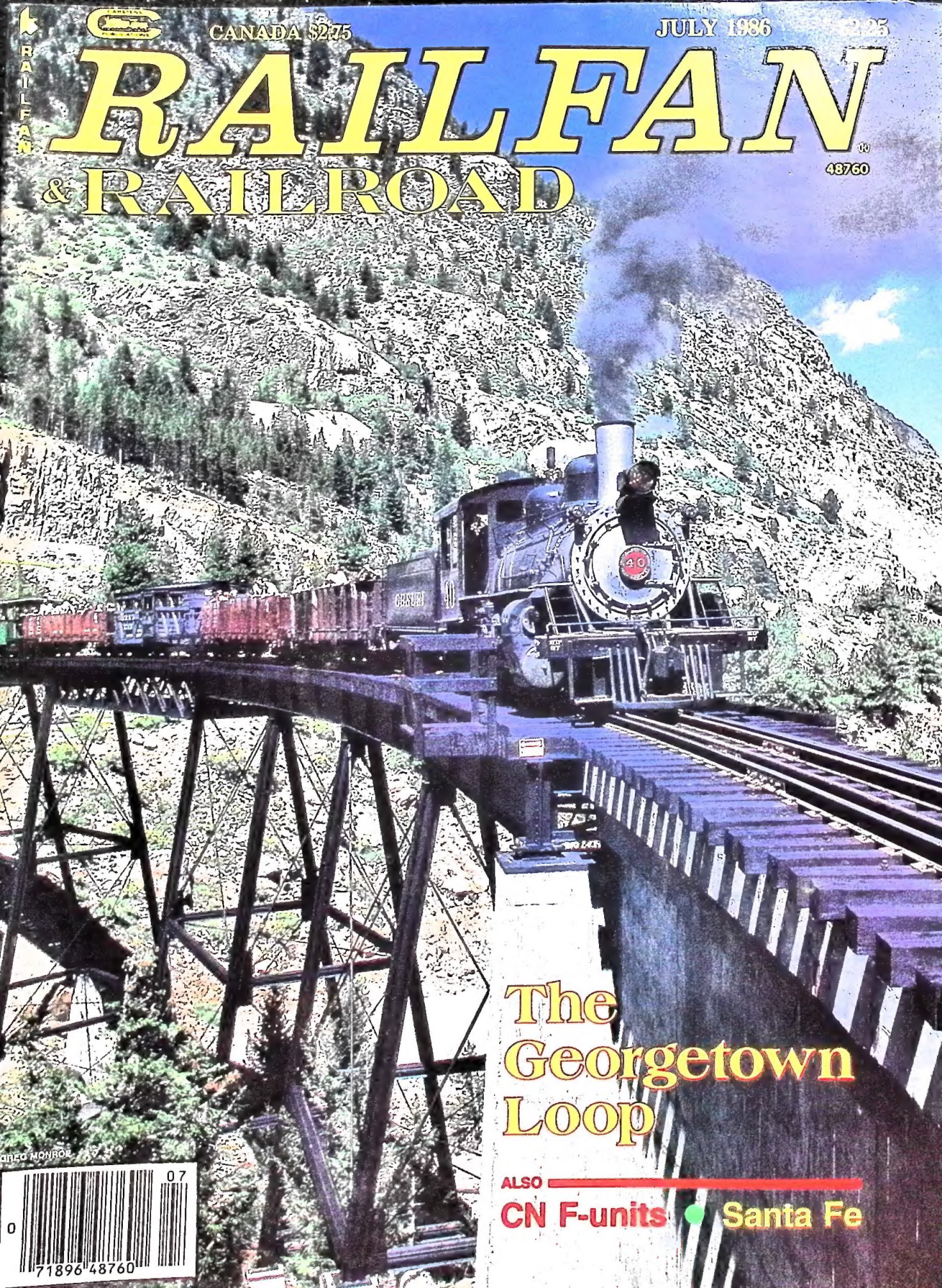

The Georgetown Loop

ALSO

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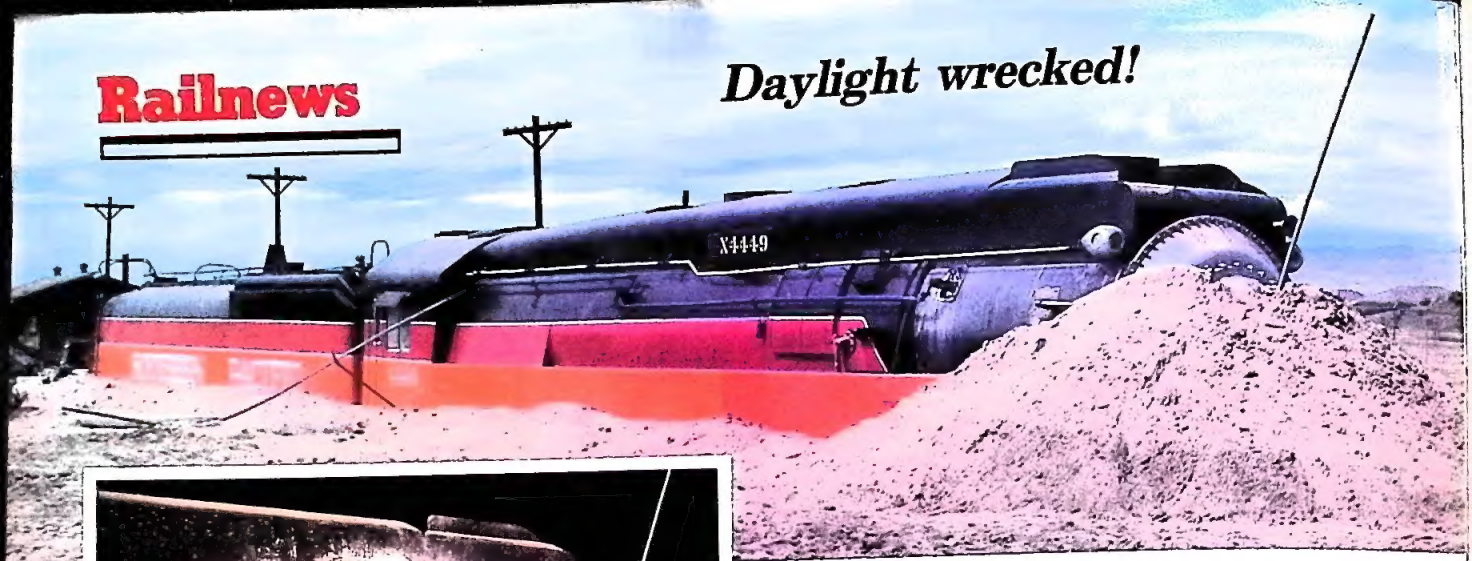
Daylight wrecked!



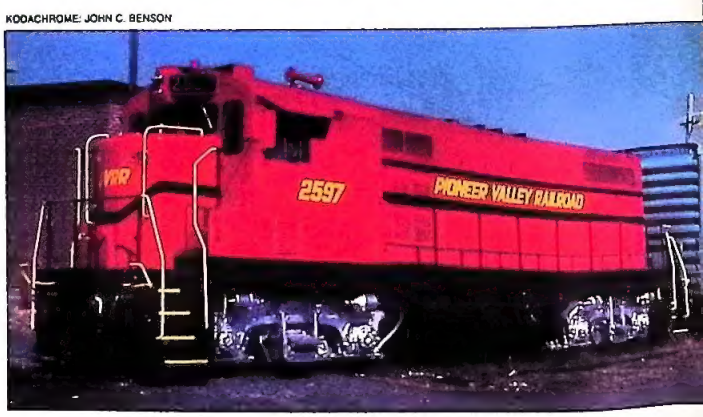
TWO KODACHROMES: JIM BOYD

KODACHROME: TOM SAVIO

IN THE DISNEY MOVIE "Tough Guys," SP 4449 crashes off the end of track. Here (l to r) George Lavacot, Dick Yager and Brad Miller examine the results on the Eagle Mountain R.R. on April 6, 1986. On March 8 (right), 4449 was southbound at Point Pinole, Cal., en route to L.A. for filming. See page 28.

KODACHROME: RALPH E. ROBERTS, JR

KODACHROME: JOHN C. BENSON



MAINE CENTRAL GP9 571 was rebuilt at Waterville with a full crew cab and renumbered 471. MEC also bought 5 Detroit Edison SD40s, shown at East Deerfield in February. See page 28.

PIONEER VALLEY R.R. may just have the best looking CF7 in captivity, ex-AT&SF 2597, here at Holyoke, Mass., in March.

KODACHROME: WAYNE D. ALLEN

NEW GEORGIA RAILROAD completed CofG-style lettering on ex-SR E8 6901, shown in Atlanta on March 26, 1986. See page 30.

KODACHROME: JIM KARVONEN

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From the Publisher's desk:
Short lines have short lives, sometimes.

The Tourist Railway Association (TRAIN), in observing its Tenth Anniversary, noted that 13 museum operations existing in 1970 are gone from the 1985 *Steam Passenger Directory*. These were the White Mountain Scenic (Ariz.), Camino Cable & Northern (Cal.), Klamath & Hoppow Valley (Cal.), Tahoe & Trout Creek (Cal.), West Side & Cherry Valley (Cal.), Cumberland Falls Scenic (Ky.), Keweenaw Central (Mich.), Cadillac & Lake City (Mich.), Morris County Central (N.J.), Copperstown & Charlotte Valley (N.Y.), Livonia & Avon Lakeville (N.Y.), Penn View Mountain (Penn.) and Magee Electric (Penn.).

Some of these lines died a natural death as their sponsors gave up because of lack of interest or customers or funds or maintenance, damage by natural causes or insurance problems. Yet the picture isn't as bleak as it might seem. There are many more museum lines in operation today than in 1970 and an even greater number of short lines spun off from major systems. Sometimes the equipment of a museum line is moved and adopts a new name, as happened years ago with the original Tweetsie museum. More recently, most of the equipment from the Colorado Central was moved to the Georgetown Loop operation.

Though the Morris County Railroad has stopped operations, its equipment remains stored near Newfoundland, N.J. Instead of being on an isolated out-of-service railroad, it will soon find itself in the way of five-unit Suquehanna main line double-stack container trains as the western end on the NYS&W is refurbished as a vital link to the former Lehigh & Hudson River, now also a part of the growing Susquehanna. Because of its rapid growth, the Susquehanna is at present out of the fantrip picture, as is the Cooperstown & Charlotte Valley, also owned by the NYS&W's parent Delaware Otsego Corporation.

Museum lines, even if short lived, present a great opportunity to photograph railroads with vintage equipment which otherwise might have been abandoned years earlier. For the movie or video fan, museum operation can fill in valuable missing equipment or route segments of films depicting a larger carrier.

The Men Who Styled the Streamliners

At presstime we learned that The Railway & Locomotive Historical Society has presented its prestigeous Railroad History Award (Article category) to RAILFAN & RAILROAD Editor Jim Boyd for his "The Men Who Styled the Streamliners" in the November 1984 and January 1985 issues. William Withuhn, chairman of the awards committee, noted that the work was of lasting value to the interpretation of a wonderful art of our American heritage. The awards panel consisted of George W. Hilton; Herbert H. Harwood, Jr.; Albro Martin; John H. White, Jr. (Smithsonian Institution); James Plomer; Arthur L. Lloyd, Jr.; Robert C. Post (editor of R&LHS *Railroad History*); George H. Drury (Kalmbach); Don L. Hofsommer (Lexington Group) and William L. Withuhn (Smithsonian). Selection was by secret ballot of the panel. Boyd is also a member of the panel but did not vote on the Article category this year. The presentation will be made at the R&LHS annual convention in Sacramento on May 4, 1986.

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Cover

One of the disappontments of visiting Denver for the first time is realizing that you're still a mountain range away from the legendary narrow gauge railroads. Well, the new Georgetown Loop has resolved this tourist's dilemma. An easy drive from downtown Denver, this 96-foot-high trestle is an authentic restoration of one of Colorado's most famous tourist attractions. It is in daily operation from Memorial Day through Labor Day. Greg Monroe tells its story beginning on page 32. Kodachrome by Greg Monroe.

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Fanmail

MP "Collector's Item"

You are right about the yellow MP units being "collector's items," as the MP is absorbed by the UP, but the real treasures will be the MP units that are repainted and lettered for UP but still carry their MP numbers.

I have a shot of B23-7 4679 taken March 8, 1986, at Claremore on a northbound local. UP's numbering scheme shows these units to be eventually in the 100s. Since the SD40s (3000s) and GP38s (2000s) overlap UP's, this UP-lettered/MP-numbered scheme will probably show up mostly on GEs (U23B/4500s, B23-7/4600s, B30-7/4800s) and possibly the 6000-series SD40s.

DARYL MCGEE
Claremore, Okla.

Genesee & Wyoming

Enjoyed very much "The new and expanding Genesee & Wyoming" by my friend David Monte Verde in the March 1986 issue. A minor distraction, however is that the map on page 45 contains at least three small errors in its depiction of the abandoned PRR Rochester Branch.

The first error shows the Rochester Branch departing directly from Olean. This was not the case, as it actually diverged from the Buffalo line several miles compass north of Olean near Hinsdale. Secondly, Nunda was not directly on the branch as shown, but was served via a two-mile spur known as the Nunda Branch. This spur left the Rochester Branch at a place called, naturally, Nunda Junction. Lastly, the PRR went right along the east side of the village of Scottsville rather then skirting it widely as your map artist shows. No doubt David caught this error right off, as the old PRR roadbed literally runs through the back yard of his home in Scottsville.

PAUL J. TEMPLETON
Sterling, Colo.

If those are the only errors on that map, I will be eternally grateful. In preparing the artwork for Mike Merusi to ink, I have never waded into such a complete mess of trackage. Monte Verde sent me some very detailed maps, including a few schematics, to sort out that spaghetti bowl of tangled lines. I think that the Northeastern railroads probably went bankrupt simply duplicating each other's trackage in that county. And the amazing part is that the Genesee & Wyoming was needed to connect all of them to the one big industry there!—J.B.

MRS1s

I found David Lustig and Jack Neville's article on the Vandenburg Alco MRS1 quite interesting. The Bluegrass Railraod Museum is the proud owner of Alco MRS1 B-2043 (the B denotes steam-boiler-equipped) which was built in 1953 at a cost of $500,000. These units use the Alco 244F prime mover, a 1600 h.p., 12-cylinder turbocharged unit. Built during the Korean War era, these locomotives have variable-gauge trucks and may be set up to run on four different track gauges: Standard, 5'0", 5'3" and 5'6." A close look at the truck frames will reveal extra threaded holes to allow for repositioning of the brake cylinders. In addition, an Alco MRS1 can be started and operated in -45° F weather using a pair of oil-fired booster heaters located in the short hood. Weighing in at 240,000 pounds (246,000 pounds if steam generator equipped), these 120-ton class locomotives have a maximum speed rating of 65 m.p.h.

Our B-2043 is pictured on page 278 of Jerry Pinkepank's *Second Diesel Spotter's Guide*, although incorrectly noted as a 1000-h.p. unit. BGRM's MRS1 is presently in service switching the museum's equipment around within the borders of the Bluegrass Army Depot at Avon, Kentucky. Like Vandenberg's Alco, she has seen little use and has less than 1900 total hours on her.

WILLIAM H. JOHNSON, JR.
Lexington, Ky.

A Yeoman effort

Bruce Reyer ("EMD invades England," March 86) is wrong; Foster-Yeoman's livery is nothing like BR's. Even the ends have less high visibility yellow than BR's usual total coverage.

Style-wise these units are a disaster, especially seen head-on. But who cares? EMD's wheel control starting over 4000 tons single-handed (heavy for BR) brings back memories of U.S. railfanning without the problems of the expensive dollar.

JOHN F. WORKMAN
Ware, England

The error on color was the editor's, not Bruce Meyer's. At the time, however, we had not seen any color views of the units and were going by a vague verbal description only. The units are silver-gray with a blue stripe at the top and bottom of the carbody and a yellow panel beneath the front cab windows. Meyer, incidentally, is the EMD engineer who developed the Super Series wheel control system. Those units have made quite an impression in England, where the Railnews *publication for March 1986 describes their performance as "phenominal," and reports on a test with EMD 59002 at Merehead, Somerset, wherein it managed to lift 40 loaded 100-ton stone wagons up a curving .8% grade, achieving an 111,000 lb. tractive effort rating and an adhesion value of 40%; the BR class 56 on the scene couldn't budge the same train on level track and failed on the grade with 30 cars. U.S. fans will appreciate one particular quote, "... most impressive feature is the huge length of the locomotives: over 70 feet." S'pose we should send 'em a UP Centennial?—J.B.*

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foot into Pennsylvania. I'm just a post-steam-era admirer of the ruggedly-handsome T-1s. Their fattened hips *a la Wootten* and odd mid-height headlights somehow blend with their otherwise well proportioned lines, and I can think of few other 4-8-4s, except NdeM's Niagaras, which make my locomotive muse as pleased. After the article on 2102 was read, I plopped my old *Steam in the Sixties* album into the stereo and listened joyfully to original "Rambles" stars 2100 and 2124 work near Valley Forge; a fine way to start my day of drab house chores! Kudos to RDI, Mark Perri and RAILFAN & RAILROAD. I'll buy a ticket someday.

KEVIN BUNKER
Sacramento, Cal.

"The Resurrection of 2102" in the March 1986 issue brought back fond memories. My first experience with a live steam locomotive was with 2102, I can still recall the whistle contest with the T-1 and a Jones & Laughlin riverboat along the Monongahela river. Interestingly, there must be a connection with the author's name and a fondness for steam locomotives.

MARK PERRI
(No relation.)
Pittsburgh, Pa.

Hennessys and T-1s

Your article about the Reading T-1 in March 1986 R&R was very interesting. As patent counsel to General Steel Castings Corporation since the early 1950s and its successors, I was pleased to note your reference to the use of "new cast engine beds," i.e., General Steel's "Commonwealth" one-piece cast steel locomotive beds with integral cylinders, air pump brackets and cradles, in the construction of these locomotives which also incorporated "Commonwealth" four-wheel engine trucks with rocker centering devices, General Steel's four-wheel "Delta" trailing trucks with Franklin boosters, and General Steel's "Boxpok" driving wheel centers. The tenders were built on "Commonwealth" water-bottom tender frames, carried on "Commonwealth" six-wheel tender trucks.

I question your statement that "the *troublesome* Hennessy lubricators ... contributed to many of the 2102s overheating problems," in view of the fact that Hennessy lubricators were successfully used on driving axle boxes of hundreds of locomotives and were highly regarded by leading motive power men throughout the country.

The Hennessy Lubricator Company was represented in patent matters since 1922 by my late predecessor and law partner, Rodney Bedell, and more recently by me, and I find it hard to believe that a device so widely accepted in the industry could be as "troublesome" as you suggest. Replacing them with grease cellars on the Reading 2102 appears regressive.

F. TRAVERS BURGESS
St. Louis, Mo.

Those Hennessy lubricators have been the plague of everyone who has has to maintain a "latter day" T-1, and I've never heard a good word said about them by anyone who had to work on them. All seem to agree that when they work, they work fine, but when they fail it is usually catastrophic and without warning. The 2102 had a bearing "cellar" damaged in the Chicago derailment on July 27, 1968, and that Hennessy was never right thereafter. Both Steam Tours and the Freedom Train/Chessie crews felt uneasy with the Hennessys to the degree that they were ultimately replaced on both engines. The Hennesseys used a relatively light oil, and when they stopped working, there was very little residual lubrication left, and an overheated bearing was an immediate result—J.B.

"Chrome" FL9s

I always enjoy the color sections of R&R. The photograph of the NH FL9 locomotives in the March 1986 issue was great. However, credit for the rebuilding of these units should go to Chrome Locomotive, Inc., not MK.

JEFF THOMAS
Denton, Tex.

Timetable

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for March issue.

RAILFAN EVENTS

NORFOLK SOUTHERN, 1986 Excursion Season. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is N&W streamlined Class J 4-8-4, and FP7s are SR passenger diesels.

June 7-8, 611 on two-day circle trip Alexandria to Roanoke, Va., going RF&P/SBD/N&W/VGN via Petersburg and Abeline, Va., overnight at Hotel Roanoke and return via Lynchburg (WACN); **June 21,** 611 Roanoke to Walton, Va.,

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roundtrip in morning and Roanoke to Lynchburg, Va., roundtrip in afternoon (RCN); **June 25,** 611 Roanoke to Bluefield, one way (RCN); **June 26,** 611 Bluefield to Portsmouth, Oh., one way (RCN); **June 27,** 611 Portsmouth to Bellevue, Oh., one way (RCN); **June 28,** 611 Bellevue to Frankfort, Ind., one way (RCN); **June 29,** 611 Frankfort one way to St. Louis via Decatur, Ill.

July 5-6, 611 St. Louis to Moberly, Mo., and return each day (STLC); **July 12-13,** 611 Kansas City to Moberly, Mo., and return each day (KCC); **July 26-27,** 611 two-day circle trip Detroit to Chicago on Saturday and return Sunday (BWC).

August 2, 611 Buffalo to Erie, Pa., and return (BCN). **August 3,** 611 Erie to Bellevue, Oh., with diesel return to Erie (LSR); August 9-10, 611 Bellevue to Columbus, Oh., round trip each day (MR&NKP); **August 9-10,** FP7s Richmond to Keyesville, Va., for Virginia Summer Festival and return each day (ODC); **August 16-17,** 611 Kenova, W.Va., to Columbus, Oh., and return each day for Ohio State Fair (CPHC); **August 23,** 611 Cincinnati to Danville, Ky., and return (CRC); **August 24,** 611 Cincinnati to Portsmouth, Oh., and return (CRC).

September 13-14, 611 two-day roundtrip Lexington, Ky., to Chattanooga, Tenn., on Saturday and return on Sunday (BGM).

The sponsoring organizations are: (WACN) Washington Area Chapters NRHS and Chesapeake RRE, P.O. Box 456, Laurel, MD 20707; (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (STLC) St. Louis Chapter NRHS, 3439A Dunnica Ave., St. Louis, MO 63318; (KCC) Kansas City Chapter NRHS, 5038 North Kensington, Kansas City, MO 64119; (BWC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296; (BCN) Buffalo Chapter NRHS, 416 Chicora Rd., Lewiston, NY 14092; (LSR) Lake Shore Railway Historical Society, Wall St. at Robinson St., P.O. Box 571, North East, PA 16428; (MR&NKP) Mad River & NKP Railroad Society, P.O. Box 42, Bellevue, OH 44811; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (CPHC) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; (CRC) Cincinnati Railroad Club, P.O. Box 36060, Cincinnati, OH 45236; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592.

NICKEL PLATE 2-8-4 765, 1986 Season. NKP 2-8-4 765 will be operated on the following dates by the Fort Wayne Railroad Historical Society. See list at end for sponsoring organizations and check locally for details.

May 31-June 1, 7-8, Buffalo to Corning, N.Y., and return each day (WNYRHS); **June 21-22,** Syracuse to Corning, N.Y., and return each day (CNY); **July 19-20,** Albany to Harmon, N.Y., and return each day (M&HN); **July 26,** Boston to North Adams, Mass., and return via Hoosac Tunnel for NRHS/RRE/NMRA Convention (MBRRE); **July 27,** Boston to Portland, Maine, and return for Convention (MBRRE).

August 2, Newark, N.J. to Reading, Pa., and return with connection with steam train on Blue Mountain & Reading (JCTS); **August 3,** Newark, N.J. to Selkirk, N.Y., and return on Conrail River Line (JCTS); **August 9-10,** Port Jervis to Binghamton, N.Y., and return each day (PJDPS); **August 16-17,** two-day trip Buffalo to Williamsport, Pa., eastbound via Keating on Saturday and return via Corning on Sunday (WNYRHS).

September 13-14, Ft. Wayne to Peru, Ind., and return each day (FWRHS); **September 27-28,** Cincinnati to Columbus, Ohio, and return each day (CCN); **October 11-12, 18-19,** Huntington to Hinton, W.Va., via New River Gorge and return each day (CPHC).

The sponsoring organizations are: (WNYRHS) Western New York Railway Historical Society, P.O. Box 502, Tonawanda, NY 14151; (CNY) Central New York Chapter NRHS, Martisco Station Museum, Martisco Road, Marcellus, NY 13108; (M&HN) Mohawk & Hudson Chapter NRHS, P.O. Box 523, Schenectady, NY 12301; (MBRRE) Massachusetts Bay Railroad Enthusiasts, P.O. Box 136, Ward Hill, MA 01830; (JCTS) Jersey Central and Tri-State Chapters NRHS, Tri-State Ry. Historical Soc., P.O. Box 2243, Clifton, NJ 07015, 201/488-5429; (PJDPS) Port Jervis Depot Preservation Society, P.O. Box 1004, Port Jervis, NY 12771; (FWRHS) Ft. Wayne Railroad Historical Society, P.O. Box 11017, Ft. Wayne, IN 46855; (CCN) Cincinnati Chapte NRHS, Box 15441, Cincinnati, OH 45215; (CPHC) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707.

CHICAGO & NORTH WESTERN, 1986 Season. R1 4-6-0 1385 on lease from the Mid-Continent Railway Museum will be appearing at the following locations. Check locally for specifics on operations.

June 21-22, Madison to Devil's Lake, Wis., round trips each day; **July 7,** North Freedom to Baraboo, Wis.; **July 8-9,** Baraboo-Janesville-Milwaukee with Circus Train; **July 10-13,** display on Milwaukee lakefront; **July 18,** Butler to Adams, Wis.; **July 19,** Adams to Winona, Minn.; **July 20,** Winona to Waseca, Minn.; **July 21,** Waseca to Mason City, Iowa; **July 24,** Mason City to Meservey, Iowa; **July 25-27,** Meservey Centennial Celebration trips; **July 28,** Meservey to Mason City, **July 29,** Mason City to Marshalltown, Iowa.

August 9-10, Marshalltown Centennial Celebration trips; **Aug. 15,** Marshalltown to Oelwein, Iowa; **Aug. 16-17,** Oelwein trips; **Aug. 18,** Oelwein to Marshalltown; September 5, Marshalltown to Boone, Iowa; Sept. 6, Boone Pufferbilly Days trips; **Sept. 9,** Boone to Beverly, Iowa; **Sept. 10,** Beverly to Clinton, Iowa; **Sept. 11,** Clinton to Chicago; **Sept. 13-14,** Arlington Heights Centennial Celebration trips; **Sept. 16-18,** Chicago Passenger Terminal display; **Sept. 20 or 21,** Chicago-Kenosha-Bain-Duval-Harvard-Chicago trip for Chicago Railroad Club, 1385 to be cut off at Harvard for return to North Freedom.

UNION, ILLINOIS, 1986 Season. Illinois Railway Museum is open daily from Memorial Day though Labor Day and weekends in May, September and October. Steam is operated weekends only May through September and daily August 2-10. Electric cars are operated all other times. Special events for 1986 include the annual Trolley Parade on July 4, Diesel Day on July 20, Railfan Weekend on Labor Day Weekend, and Members Weekend September 27-28. For recorded information call 312/262-2266. For free brochure, contact: Illinois Railway Museum, P.O. Box 431, Union, IL 60180.

ALLEGHENY RAILROAD, June through August. The Lake Shore Ry. Historical Society will operate a variety of diesel-powered passenger trains on the newly-formed Allegheny Railroad. This line from Erie to Emporium, Pa., is an ex-PRR line which hasn't seen passenger service in over 21 years. Excursions will originate from different points along the line and range from short trips to an all-day round trip of 300 miles. For schedule and details, send SSAE to: Excursions, LSRHS, P.O. Box 571, North East, PA 16428.

JAMAICA, NEW YORK, June 7. Long Island Rail Road full-day "Railfantastic" excursion from Jamaica to historic Oyster Bay, Greenport and Riverhead. Photo runbys. Proceeds to benefit the restoration of ex-LIRR 4-6-0 39. Send SSAE to: 39 Preservation Fund, P.O. Box 1013, Riverhead, NY 11901.

ANN ARBOR, MICHIGAN, June 7-8. "Great Station Celebration" at the Ann Arbor Michigan Central depot will include operation of Little River RR 4-6-2 110 (from Pleasant Lake, Ind.) from Ann Arbor to Ypsilanti by Bluewater Michigan Chapter NRHS. The MC depot, now the Gandy Dancer Restaurant, will be celebrating its centennial, and other events include an arts & crafts fair, live music, horse & buggy rides and dances. Revenues will benefit a consortium of city-owned historical buildings in Ann Arbor. Contact: Wendy Baca, The Fulkerson Group, 123 N. Ashley, Suite 220, Ann Arbor, MI 48104; 313/663-9863.

BRAINTREE, MASSACHUSETTS, June 21. Mystic Valley Railway Society sponsors "The Day Cape Codder" excursion from Boston to Hyannis on the Cape Cod & Hyannis R.R. from 10:55 a.m. to 7:15 p.m. For details send SSAE to: Mystic Valley Railway Society, Inc., P.O. Box 486, Hyde Park, MA 02136; 617/361-4445.

SOUTH CARVER, MASSACHUSETTS, June 21-22. Edaville Railroad's 17th Annual Railfan Weekend and Collectors Flea Market at Edaville Railroad on Route 58. Each day 10am-5:30pm. Adults $7.50, kids $5, under 3 free. Contact: Edaville Railroad, P.O. Box 7, So. Carver, MA 02366;

HAMBURG, PENNSYLVANIA, June 27-29. Railfan Weekend on the Blue Mountain & Reading R.R. will feature ex-GM&N 4-6-2 425, Reading GP30 5513 and RDC cars on special trains including passenger and freight consists. The 425 will run Conrail's ex-Reading line to Pottsville, Pa., on Sunday afternoon. Night photo session conducted by R&R Editor Jim Boyd on Friday evening at Reading Shops. For detailed

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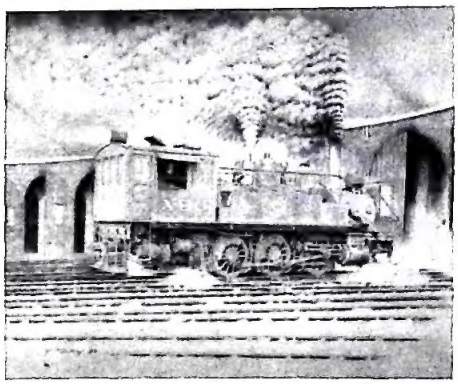
It is a below zero, misty morning in 1954 at the 48-stall Shoreham roundhouse in Minneapolis. This Centennial limited edition print by illustrator Philip Sularz depicts an awakened Soo Line 0-6-0T X-90 as she prepares to do battle against the bitter Minnesota cold and groaning iron. The escaping exhaust and heavy flange squeal noisily demonstrate the X-90's active role in work service at Shoreham shops. But it is late and her future has few tomorrows. Limited edition prints are available in two sizes: 14"x17" - $15.00 ea. and 17"x20" - $25.00 ea. with a clear margin. Prints are signed, numbered, titled (Winter Goat) and printed on 65 lb. Navajo Cover. Prints are mailed in a sturdy tube with history sheet. Please include $2.00 for postage and handling. Make check or money order to:



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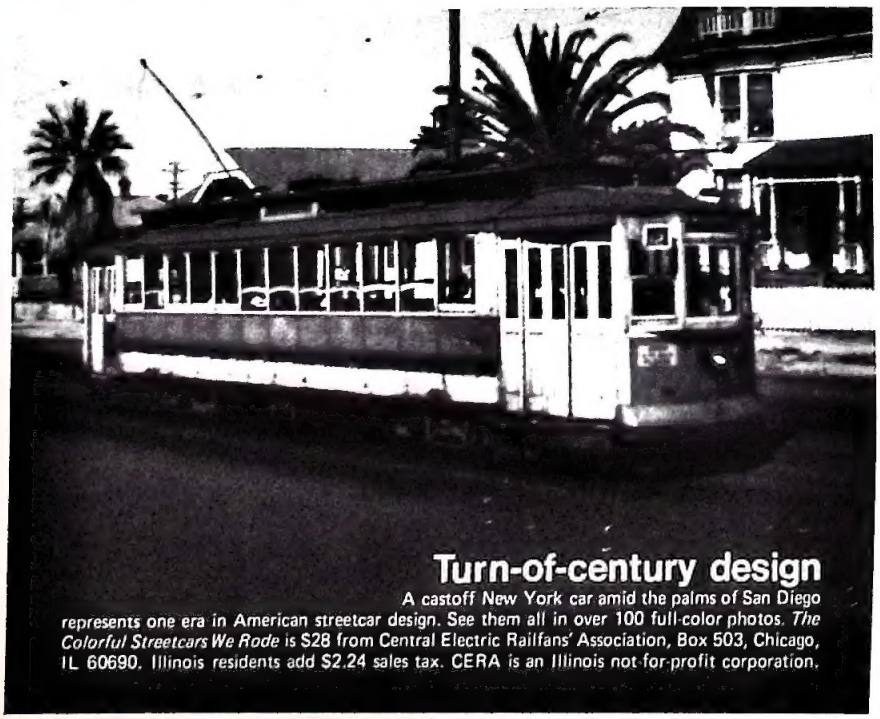

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information, send SSAE to: Blue Mountain & Reading, P.O. Box 307, Shoemakersville, PA 19555; 215/562-4083.

ONTARIO, CALIFORNIA, June 26-29. Santa Fe Modelers Organization 6th Annual Convention will commemorate the 50th Anniversary of the *Super Chief*. Activities include tour of AT&SF San Bernardino Shop, model and photo contests, AT&SF Chief of Police Carl Ball's program on railfans and the railroad, and audio-visual programs by Joe McMillan and Gordon Bassett. Headquarters will be Red Lion Inn at 222 N. Vineyard in Ontario, Cal. (I-10 Vineyard off-ramp). Contact: Larry Occhiello, 6406 Winona Ave., San Diego, CA 92120.

SOUTH ELGIN, ILLINOIS, June 28. "Electric Railroad Fair '86" at Fox River Trolley Museum. All serviceable cars in collection will be run on a non-stop schedule providing opportunities to ride and photograph equipment not normally operated. Also railroadiana flea market and slide/movie shows. Contact: Fox River Trolley Museum, P.O. Box 315, South Elgin, IL 60177.

CLEVELAND, OHIO, June 28-29. Round trip excursion to Toronto to tour TTC in Peter Witt streetcar and visit to Halton County Railway Museum. Includes round trip transportation from Cleveland, lodging in Toronto and smorgasbord dinner at Lakeview, N.Y. For details send SSAE to: Northern Ohio Railway Museum, P.O. Box 29265, Cleveland, OH 44129.

BOSTON, MASSACHUSETTS, July 3-5. Rail excursion to Albany, N.Y, and Liberty State Park in New Jersey with a ringside seat for viewing the events celebrating the 100th birthday of the Statue of Liberty. For details send SSAE to: Mystic Valley Railway Society, Inc., Box 486, Hyde Park, MA 02136; 617/361-4445.

WEST CHICAGO, ILLINOIS, July 10-13. "Railroad Days Celebration" featuring open-window coach train excursion on the C&NW Belvidere line. For information call 312/231-9474.

SALAMANCA, NEW YORK, July 12. Passenger excursion to Gowanda, N.Y. on New York & Lake Erie R.R. using ex-N&W Alco C425 1015. Trip departs BR&P passenger station at 12:30pm for 55-mile round trip on "Old Erie Main" to DM Tower at Dayton and Buffalo & South Western branch to Gowanda. Photo runbys are planned. Round trip fare $15, kids under 12 $8. Contact: Salamanca Rail Museum, P.O. Box 270, Salamanca, NY 14779.

GOLDEN, COLORADO, July 12-13. Steam operations at Colorado Railroad Museum with ex-D&RGW narrow gauge 2-8-0 and varying freight and passenger consists; also two Galloping Goose motor cars. 9am-5pm, no extra fees. Contact: Colorado Railroad Museum, P.O. Box 10, Golden, CO 80402 (17155 W. 44th Ave., 12 miles west of downtown Denver).

RAIL TRAVEL CENTER, One Fountain Court, 1201 Pacific Ave., Tacoma, WA 98402, (206/572-5850) has the following escorted tour rail excursions scheduled:

YELLOWSTONE, July 10-19, rail tour including the Tetons and Sun Valley.

COLORADO, August 20-30, tour to include Colorado Railroad Museum, Georgetown Loop, Pikes Peak Cog, Royal Gorge, Cumbres & Toltec and Durango & Silverton plus Rocky Mountain and Mesa Verde National Parks and Amtrak's "California Zephyr."

CANADA, September 11-27, Grand Canada Tour from EXPO '86 on VIA coast to coast to Halifax with rail attractions along the way.

UNITED STATES, October 8-20, Grand Fall Tour coast to coast on Amtrak to include Strasburg R.R., Steamtown, Pocono Mountains, Dutch Country, "Delta Queen" Pittsburgh to Cincinnati and "Cardinal" through the Blue Ridge to Washington, D.C.

BOSTON, MASSACHUSETTS, July 21-27. "Minuteman '86" joint convention of NRHS, NMRA and RRE to feature a week of unusual rail activities. July 22: South Braintree to Hyannis on CC&H with possible DC3/boat/train trip. July 23: Gardner-Worcester-Providence-Groton circle trip on P&W. July 24: Amtrak trip to Valley Railroad at Essex, Conn. July 25: South Braintree to Plymouth and West Hanover on Bay Colony R.R. July 26: NKP 2-8-4 765 on B&M to Hoosac Tunnel and North Adams and return (possibly diesel west of East Deerfield). July 27: NKP 2-8-4 765 on B&M to Portland, Maine, and return. There will also be an on-going display of historic and contemporary locomotives in South Braintree, including night photo sessions. There will be a "float-by" in Boston of former railroad tugboats. Also scheduled are extensive model railroad clinics and layout tours plus tours of Boston's extensive and varied transit system and an international railway art exhibition. For details, contact: Massachusetts Bay RRE, P.O. Box 136, Ward Hill, MA 01830.

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INTERNATIONAL TOURS

SOUTH AFRICA, October 1986. SARtravel rail tour beginning with the *Blue Train* from Johannesburg to Cape Town and then special steam train for 12 days behind 4-8-4s, 4-8-2s, a 4-6-2 and GMAM Garratt, including "Red Devil" Super 4-8-4. Limited to 106 passengers. Cost is $3600 per person including air fare from New York. For full color itinerary and reservations, call toll-free SARtravel 800/223-1860.

RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. Hours 11am-5pm. General information: Greenberg Publishing Co., Sykesville, MD 21784; 301/795-7447.

Hauppauge, Long Island, New York, July 12-13, Colonie Hill.

Pittsburgh, Pennsylvania, July 19-20, Pittsburgh Expo Mart, Monroeville Mall, Monroeville.

Philadelphia, Pennsylvania, August 9-10, Philadelphia Civic Center.

GOLDEN, COLORADO, July 12-13. "Mile High Railfair" at the Jefferson County Fairgrounds, 15200 W. 6th Ave. in Golden. Everything for the rail hobby: models, antiques, artwork, exhibits, artifacts and movies. Saturday 10am-6pm, Sunday 10am-5pm. Door prizes. Adults $2, Seniors $1.50, kids under 12 $1. Contact: Intermountain Chapter NRHS, P.O. Box 5181, Terminal Annex, Denver, CO 80217.

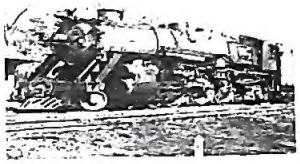
HAMBURG, PENNSYLVANIA, July 27. 15th Annual Hamburg Train Meet at Fire Co. Field House on Pine Street. 9am-3pm. Advance admission $2, at door $3, kids under 12 free. Tables $7. Railroadiana, scale, tinplate all gauges. Door prizes, auction. For details send SSAE to: Sam Lenhart, 1174 RD1, Leesport, PA 19533; 215/374-5694.

BUENA PARK, CALIFORNIA, August 9. National Assn. of Timetable Collectors National Convention & Railroadiana Expo at Holiday Inn, Beach Blvd. and 91 Freeway. 9am-3:30pm. Admission $2.50. All manner of railroadiana plus air, steamship and motor coach items with vendors and collectors from as far away as New England. For details send large SSAE to: NAOTC, P.O. Box 291, Fullerton, CA 92632; 714/871-6561.

BRADLEY, ILLINOIS, August 9. 7th Annual Railroadiana Show & Sale hosted by Illinois Central Historical Society at the Kankakee-Bradley Holiday Inn, Rte.50 at I-57. 10am-4pm, free admission. Contact: Dave Fraser, 205 Sundown Trail, Jackson, MS 39212; 601/371-0638.

LOCOMOTIVE QUARTERLY

Volume IX No. 3
available late April



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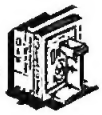

Heritage Series update

Carstens now has in stock the second editions of two previously out-of-print Heritage Series softcovers and one brand new title. The reprints are *Lackawanna Heritage* and *Baltimore & Ohio Heritage*, both by John Krause and Ed Crist. These 48-page 8½"×11" pictorials are both predominantly steam with a smattering of early diesel action (the B&O book had all new halftones shot from the original prints and is actually a better reproduction job than the 1978 first edition).

The new book is *Electric Heritage of the Long Island Rail Road*, by Ron Ziel and John Krause, which features the fascinating variety of electric locomotives and m.u. cars which have populated the LIRR over the years, including side-rod DD1s, GG1s and sundry switchers. The book is an interesting mix of roster and action views of both passenger and freight operations. Engineer Richie Harrison spins a couple of delightful tales about working with the peculiar DD1 locomotives.

The three books sell for $7.95 each, postpaid, from Carstens Publications, P.O. Box 700, Newton, NJ 07860. Next Heritage book up is the first of a pair on the Lehigh & Hudson River, and among others in the works is a pictorial on the main line of the Erie Railroad from Chicago to New Jersey.

What's new?

A delightful variety of photography is presented in Ron Johnson's new 146-page 8½"×11" softcover *The Best of Maine Railroads*. There are action views of steam and vintage and contemporary diesels on the MEC, BAR, B&M, GT and CPR plus a few short lines and two-foot-gaugers. The subjects range from inside-connected 4-4-0s to Guilford Geeps, and the photo reproduction is good on very heavy slick paper. It is a well organized and pleasant sampling of some fascinating railroading. It is available for $14.95 postpaid (Maine res. add 5% tax) from *Ron Johnson*, 28 Smith Street, South Portland, ME 04106-3999.

The massive book on CPR steam that we've all been waiting for has finally arrived, and it's a beauty. Omer Lavallee has done a thorough, attractive and entertaining job of combining tons of data with excellent photos in his *Canadian Pacific Steam Locomotives*, published by Railfare Enterprises Ltd., Box 33, West Hill, Ontario, Canada M1E 4R4. This handsome 464-page 8½"×11" hardcover sells for $64.95 (U.S. orders in U.S. funds plus $2 shipping).

Locomotive-hauled trains and m.u.s of the NYC and New Haven and its successors are featured in *Commuter Trains to Grand Central Terminal* by Tom Nelligan (Quadrant Press Review No.10), from Quadrant Press, 19 W. 44th Street, New York, NY 10036. This 68-page 8½×11" horizontal-format softcover is nicely laid out and very well printed, with photos of NYC steam, diesels and electrics, FL9s in all sorts of colors and scads and scads of m.u.s. Commuters out of Grand Central get to some surprisingly rural settings, and this book can be a good guide to getting the most out of today's Metro North operations. It sells for $7.95.

A very fine illustrated history of a relatively unknown railroad is *Narrow Gauge in Ohio*, by John W. Hauck, the story of the Cincinnati, Lebanon & Northern. The photos range from very early action and equipment shots to views of a Penn Central Geep working the remnants of the line in 1975. Fine layout, good photo reproduction and plenty of maps make this an attractive book. The format is 310 8½"×11" pages, hardcover, and the price is $29.95 from Pruett Publishing Co., 2928 Pearl St., Boulder, CO 80301.

Kalmbach Publishing Co., 1027 N. 7th Street, Milwaukee, WI 53233, has put out a new edition of *Diesel Locomotive Rosters* by Charles W. McDonald. This expanded and updated version of the popular 1982 original

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CANADIAN NATIONAL IN THE EAST
by J. Norman Lowe

Continuing his series, Norman Lowe, History Officer with Canadian National, has compiled another varied collection of photographs. This book illustrates a wide range of aspects of Canadian National's diverse operations throughout eastern Canada. In addition, there is a complete listing of named passenger trains operated by CN and its predecessors. **$6.00 including postage.**

CANADIAN PACIFIC IN THE ROCKIES (Volume Ten)
by Donald Bain

This is the final volume of our original series concerning Canada's senior transcontinental railway and includes items from Vancouver Island to Winnipeg. It is available for **$6.00 including postage.**

LOCOMOTIVES OF THE ONTARIO NORTHLAND
by Frank Vollhardt

This 30 page book emphasizes the motive power of the Ontario Northland Railway, one of the relatively few shorter railways of Canada which tend to be overlooked because of the attention given to the Canadian Pacific and Canadian National transcontinental systems. All major types of locomotives that were owned by the railway are illustrated and there are complete steam and diesel-electric rosters. **$7.00 including postage.**

CANADIAN PACIFIC'S BIG HILL
by Floyd Yeats

This 50 page book covers the main line between Field and Lake Louise over the first 100 years of operations. Floyd Yeats is a retired engineman who worked "The Hill" from 1941 to 1979 and the book contains many anecdotes about steam and diesel-electric operations, the Spiral Tunnels and the original 4.5% grade with its three safety switches. The majority of the photographs have not been published previously. **$10.00 including postage.**

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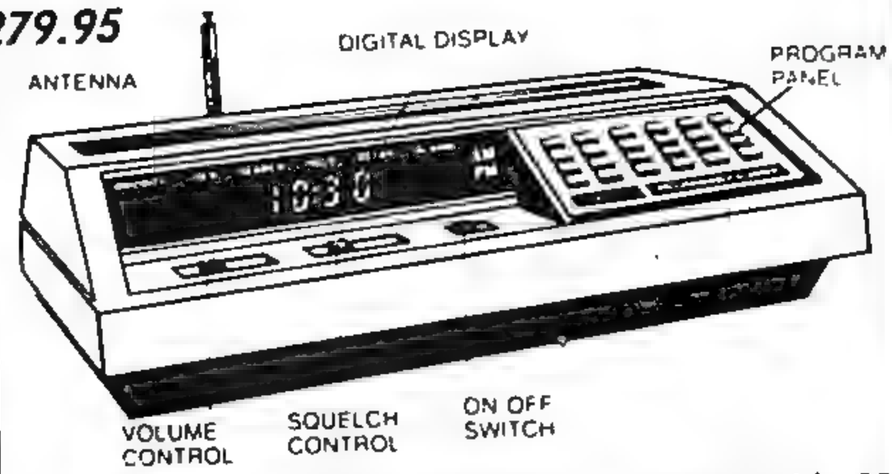

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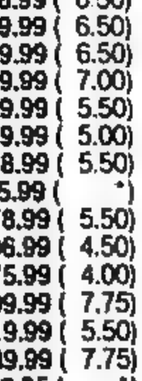

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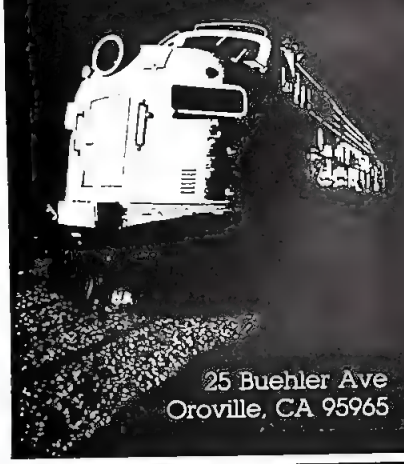

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CANAL BOATS, INTERURBANS & TROLLEYS, The Story of the Rochester Subway, by Ron Amberger, Dick Barrett and Greg Marling, is a 128-page, 11"×8½" horizontal format volume with over 200 photographs. This is an outstanding book containing an absolutely marvelous collection of photographs starting with the Erie Canal, its operation in Rochester, its abandonment and later conversion to the city's streetcar subway. In addition to obvious careful attention to photographic reproduction, captions are detailed and intelligent, and there is excellent text and equipment information.

There are scenes of the operation of the interurbans, the Rochester & Eastern and the Lockport and Buffalo lines, plus an extensive look at the freight operation. There is a detailed section illustrating the car equipment. Additionally there is a large separate, folded trackage map detailing the subway route, its connections and the area's freight railroads. This is a most handsome volume, the outstanding color cover drawing of a car 54 operating in a subway is an invitation to the many pleasures herein. It is available at $12.95 postage paid from Rochester Chapter NRHS, Publications Sales Department, P.O. Box 664, Rochester, NY 14602.

THE KEY ROUTE, Part Two, Transbay Commuting by Train & Ferry, Interurbans Special 97, by Harre Demoro, is an outstanding 164-page hardcover sequel to Part One. Every facet of the Key System's equipment and operation over the years is covered in over 235 photographs, each presented with care and accompanied by intelligent captions. The photo reproduction is excellent. The book is divided into three sections: Providing Transportation, Freight Operation and Rolling Stock. In addition to rosters, each type of equipment is detailed in subsections with photos and information on origins and operations. There are ten two-page pull-out car plans and over a dozen small but detailed car drawings.

The section entitled Providing Transportation is rich in detail describing routes and operations from beginnings to demise. Along with route maps, there are numerous pages of reproductions of tickets, transfers, passes, timetables and advertising material. The Ap-

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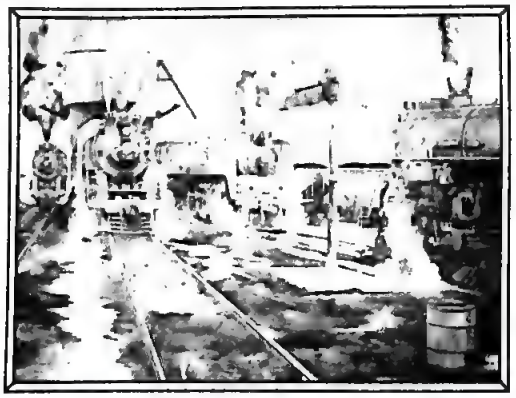


pendix includes transportation and organizational charts, a bibliography and index. This is an exceptional quality book. It sells for $33.95 plus $1.50 postage and handling from Interurban Press, P.O. Box 6444, Glendale, CA 91205.

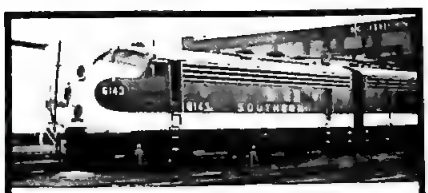
TROLLEY TALK, VOLUME VII, edited by Birdella Wagner, is the seventh bound volume of this popular bi-monthly traction publication with emphasis on model building but including numerous,excellent articles on prototype equipment and operations in North America. With 160 8½"×11" pages, perfect bound, this volume covers issues Number 121 through 140. There are over 300 photos plus numerous car plans plus many small detail drawings illustrating modeling techniques. The photo and drawing reproduction is very good. It is available for $11.75 postpaid from *Trolley Talk*, 59 Euclid Ave., Wyoming, OH 45215.

Book Reviews

The Diesel Builders, Fairbanks-Morse and Lima-Hamilton, by John F. Kirkland, published by Interurban Press, P.O. Box 6444, Glendale, CA 91205. 112 8½"×11" pages, hardbound; $24.95 (mail orders add $1.10 postage and handling, Cal. res. add 6% tax, L.A. County 6½%).

This is a follow-up to John Kirkland's earlier book, *Dawn of the Diesel Age*, which covered the development of diesel locomotives by all builders up to about 1940, with emphasis on the corporate history of Baldwin (we reviewed this book in the January 1985 R&R). There have been relatively few books written by knowledgeable industry "insiders" relating to the development of diesel locomotives. John Kirkland worked for Baldwin for 30 years, and his thorough—although occasionally strongly-opinionated—presentation of diesel history provides a refreshingly different perspective from the much simpler "photo album" approach so commonly found in rail books.

The Diesel Builders follows up his earlier work by providing a thorough documentation of the development of diesel locomotives by Fairbanks-Morse and Lima-Hamilton. Within the section covering each builder, a brief history of the company is followed by a presentation of the progression of locomotive



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models, subdivided to group together locomotives of related design. Within each category of related designs, the units are generally arranged in order of ascending horsepower, similar to the grouping system used in Kalmbach's *Diesel Spotter's Guide*. Kirkland's book is no spotter's guide, however. He goes into considerable detail to document the progression of designs and the changes that took place between each phase of the design. He also discusses the development of the diesel prime movers and the electrical transmission equipment in detail, often with photos to help illustrate points brought out in the text.

While the photo selection is quite thorough, it is also the one unfortunate weak point of the book. Many interesting photos are printed with poor contrast, while in some of the others the shadow areas have blocked up completely. The quality of the halftones is extremely inconsistent, with some really excellent reproductions to show what can be done. A subject of this importance really deserved a better printing job.

As I noted in reviewing *Dawn*, John Kirkland provides an unusual perspective on diesel history, with his background of many years at Baldwin. He did not let his corporate allegiance get in the way of his presentation of history in this book, however. The presentation is just about as straight forward as could possibly be expected, and his few criticisms of the competition's products are thoroughly documented and widely supported. He also goes to some lengths to point out the positive features of the competitive builders' designs, and his observations on the effects of personnel training on railroads and the neglect of minority builders in railroad shops largely populated with locomotives from La Grange are well taken and appropriate.

Despite the shortcomings of the halftones, this is an excellent work on a neglected subject and is a welcome addition to the documentation of first generation diesels—WIN CUISINIER.

Santa Fe Motive Power, by Joe McMillan, published by McMillan Publications, Inc., 3208 Halsey Drive, Woodridge, IL 60517. 166 8½"×11" pages, hardcover, $39.95.

The Santa Fe Railway is a public relations dream come true. Immortalized in the movies and records (thank you, Judy Garland) and kept in the 1940s and 1950s limelight by an agressive public relations department, everyone, not just railfans, from East Overshoe, Maine, to West Overshoe, California, knew about the Santa Fe.

When competitors' diesel locomotives were predominately little more than lashups of rolling mud and greaseballs, some working, some belching clouds of black smoke, Santa Fe units on the other hand, seemed predominiately cleaner despite a harder-to-maintain paint scheme. They worked better, too.

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thing about the Santa Fe and its timeless warbonnet paint scheme, even if bastardized into blue and yellow and molded around shapes no one ever intended it to be. Still, the railroad made rainfanning fun (I put that in the past tense because I presume the long-awaited merger of the Santa Fe and SP is not too far away). It's also one of the reasons I enjoyed Joe McMillan's book. Like the railroad, it is enjoyable. For a motive power book that by necessity requires reams of facts and figures, "enjoyable" can be a difficult project.

Starting numerically, McMillan runs the gamut of the current Santa Fe diesel roster with plenty of photos, neatly put together listings of which units are still on the roster and which are not, information-packed captions that are informative but not dry, and tables of renumberings and rebuildings. There are chapters on slugs, remote-controlled equipment, units that were sold and are still working for someone else, bicentennials, preserved locomotives, business and special-purpose cars, cabooses and even a dozen pages on the wholly-owned and recently devoured Toledo, Peoria & Western. There is not an overabundance of text, but with the plethora of information combined with the way it is presented, this is not objectionable.

There are enough chapters and subjects in this basically motive power book to please most Santa Fe watchers and enough to provide anyone with their likes and dislikes. My personal favorite, other than the motive power, was the business and special-purpose cars, my least on the cabooses. Yet, I'm sure

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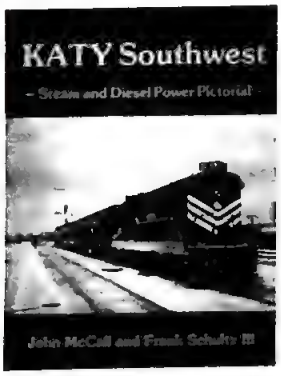

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there are fans who will ho-hum my favorite and delight in theirs.

I do question, however, the author's categorizing of some of the models. Santa Fe, in describing a rebuilt or upgraded unit, does not use subletters (SD45*u*), and in the case of the recently purchased former Amtrak SDP40Fs, the road redesignated them SDF40s (even says so in their official timetable), while MacMillan calls them SDP40Fs. While the book follows a more traditional and less confusing system used in other motive power publications, it is not what the Santa Fe calls them. Splitting hairs, perhaps, but the author should have done what he did with the 4600 class units. Built as EMD SD24s, the railroad reworked them and redesignated them SD26s. On page 39 of "Motive Power," the author identifies the unit as an easily understandable SD24u and then in parenthesis indicates it is an SD26. This, I believe, should have been done throughout the book.

There is a trivia quiz for those who enjoy that sort of thing and a page on what the proposed renumbering after the merger will be, plus a few notes and photos of the new paint scheme. If the Santa Fe is one of "your" roads, the book is indispensible—DAVID LUSTIG.

The Historical Guide to North American Railroads, by George H. Drury, published by Kalmbach Publishing Co., 1027 N. 7th Street, Milwaukee, WI 53233. 376 8¼"×5½" pages, horizontal format softcover. $20.95 (add $1 per order for postage and handling, $1.50 outside U.S.A.).

This book is one of the most monumental and entertaining pieces of research we've ever seen, and it should become a standard reference volume in every railfan's library. What Kalmbach librarian George Drury has done here is to document *all* of the railroads in the U.S., Canada and Mexico over 50 miles long that have been abandoned or merged since 1930. That comes to over 160 railroads that range from the Penn Central to the Oahu Railway & Land Company.

Each railroad is illustrated with at least one photo, and the choice of photos demonstrates a real feel for the subject matter, hitting on the imagery that would best typify the subject railroad in an absolute minimum of pictures. They are mostly scenic action views that show characteristic equipment in representative surroundings. Each road is also shown on a map, though neighboring roads are often grouped together on one map.

A surprisingly detailed capsule history is given for each road, and that is followed by a standard statistics table that shows the status of the road (mileage, locomotives, equipment, etc.) in 1929 and at the date of its termination or merger. Then comes a list of lines still in service, the names of any successor companies, the address of any relevant historical & technical society and a list of suggested reading that includes date of publication and the publisher's address.

Also spread throughout the book are capsule histories of important people like Henry Flagler or Jay Gould who were involved with railroad development, as well as histories of related institutions like the Pullman Company or the Master Car Builders' Association. This book is sort of an *Official Guide* brought to life with photos and histories instead of timetables.

The layout of the book is neat and orderly, and the photo reproduction is very good. The only possible negative commentary would be that the format could have been larger with bigger type and much bigger photos. But as a companion piece to Drury's *The Train-Watcher's Guide to North American Railroads*—which you will need, incidentally, for information on the railroads like the Union Pacific or Lake Superior & Ishpeming which have *not* been merged out of existence—the choice of format is understandable. The amount of information in this book is staggering, but Drury is a meticulous researcher and intelligent organizer. Before publication, each railroad's history was checked out by a locally-recognized expert, and I have yet to find any significant flaws in his data.

If I were to be stranded on a desert island—or anywhere on the Norfolk Southern—with only one book, this would be the one. It will provide interesting and informative reading for literally years to come—J.B.

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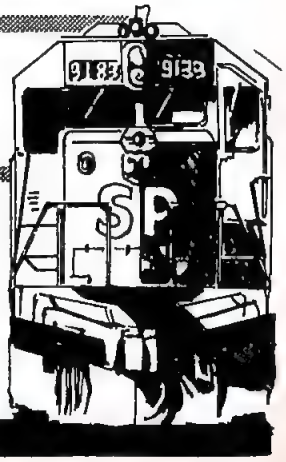

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In this third "issue," they begin with a 14-minute segment on the Connecticut Valley Railroad at Essex, Conn., with a double-headed steam trip through a perfect Kodachrome autumn day. There was no narration but some fine live sound—and the dubbed sound during some helicopter scenes was particularly well done.

This was followed for six minutes by a fellow describing HO scale diesel drive conversion kits for brass models. He compared the running qualities of the stock and modified units and showed the various drive components. Then came 20 minutes on the modern Vermont Railway, with narration, live sound and interviews with the railroaders. It included some pacing and in-the-cab action, as well as runbys and description of the railroad's work—a map, which was not included, would have been helpful.

Then, a quantum geographic leap to Germany and predominantly electric passenger operation at the Frankfurt *Hauptbahnhof* (main passenger station) and engine facility.

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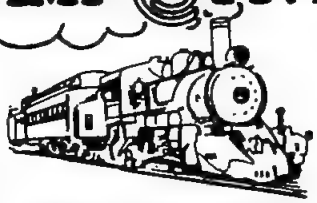

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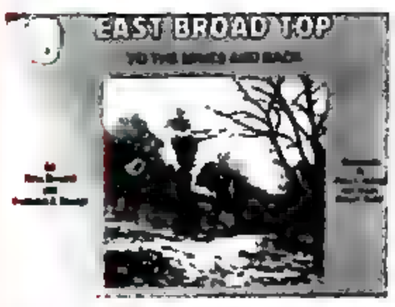

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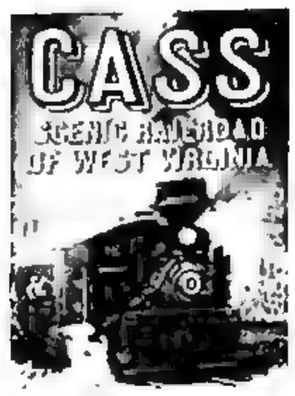

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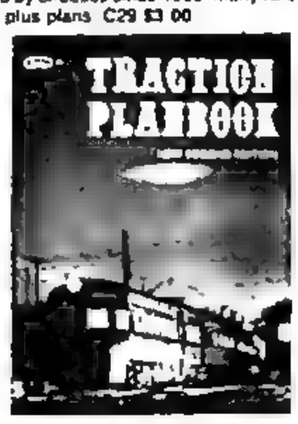

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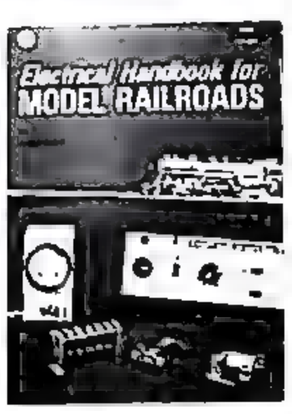

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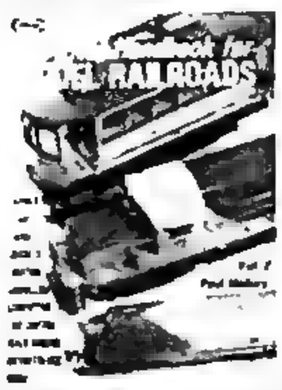

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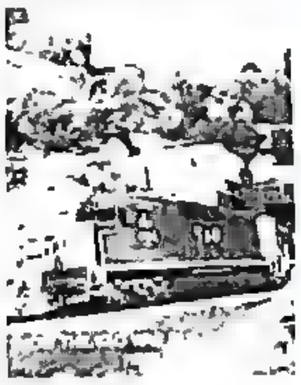

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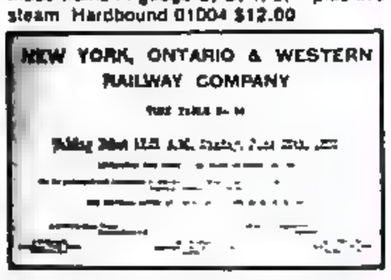

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The locomotives were described by a shop foreman speaking excellent English with a German accent. There was lots of action and some delightful little side-rod diesels scurrying around, but the descriptions of the locomotives were all essentially pointless because they were only defined as "110 Class" etc., terms meaningless to most viewers.

Probably the highlight of this issue was some marvelous vintage color film footage of the Maine Central and Boston & Maine, primarily in the Crawford Notch, N.H., area, narrated by Ray Evans, a twangy Down-East'er who was born and raised in the beautiful old section house on the notch grade. The steam and early diesel action is superb.

The tape concluded with a visit to the Silk City Model Railroad Club in Manchester, N.H. This impressive HO scale club features a model of Pennsy's Horseshoe Curve. They start out with a good idea, following a train around the layout, but about half way through they seem to get lost in more rather pointless interviews with the train operators who use terms and locations that are never explained to the viewer.

The camera and editing work for these productions ranges from decent to superb, and the viewing is overall quite pleasant with the varied subject matter and chatty narration. We find, however, that the model railroad segments are very weak—they are not in-depth enough to be useful and are not of sufficient general interest to be worth viewing more than once. If this was free TV on Saturday morning, it would be great—but when you're spending 50 bucks, it's a waste of tape. Material like that MEC Crawford Notch footage, on the other hand, is almost worth the price of the tape by itself.

We wish the VideoPeriodicals crew good luck and hope their approach finds a sizeable group of loyal subscribers. It's a concept worth developing further—AL DI CENSO.

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Automated slide shows-2

GUEST COLUMNIST: PRESTON COOK

In the May issue we discussed my decision to buy a Sharp RD685AV dissolve unit and some of the advantages of preparing "automatic" slide shows with music and narration on tape. Using a unit like the Sharp, the tape then "runs" the program with the projector cues on a tape track.

Incidentally, the relatively inexpensive ($300 range) Sharp machine is a tape recorder and *dissolve* unit only. Although the dissolve rate is adjustable, the recorded cue is only a simple "now" command that then executes the change at the dissolve rate determined by the setting of the knob on the unit. This can be anything from a quick "cut" to a very slow dissolve, and the rate can be changed during a show by manually adjusting the knob. In the single-projector mode it simply advances the slide. The more sophisticated—and expensive—tape-controlled dissolve units can program a mix of "cut" and different rates of "dissolve" commands.

For my first experiment in synchronized tape slide shows, I chose a subject which was particularly familiar to me, the Erie Lackawanna Railroad, since I felt that planning the program would be easiest by starting with a subject where I had a good supply of slides available. My photographic coverage of this subject was adequate to allow setting up the program in the easiest possible manner by planning out the subject sequence us-

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ing general categories (covered wagons, Alco RS3s, second-generation diesels, etc.), recording the music track in sequence without regard for the timing of each music segment, and then selecting the slides from my collection to match the time available in each segment of music. To make it easier to keep track of my place in the program, I first made a master music tape on the dubbing deck of my home stereo, in which all the songs were arranged in the proper order.

With the subject sequence and the background music for each subject decided on, I started to work up a written narration script for the program, listing out what needed to be said and the timing of the narration within each music segment. Since several of the music segments I wanted to use were vocals, which would be very awkward to narrate over, I found it most convenient to announce two related subjects over an instrumental segment in instances when the second subject would have a vocal as background.

Since narration with no background music whatsoever stands out quite starkly (as well as drawing attention to any static, microphone "pop" or background noise), I used this technique only in the first thirty seconds of introduction and for narrating one particularly significant slide near the end of the program. All other narration was done over music. The final taping of the background music and narration was done by playing back the master music tape on my home stereo with the headset output patched into two channels of a stereo mixer (available at Radio Shack for about $30) while the microphone was patched into a third channel (allowing independent fade-in and fade-out). The monaural output of the mixer was patched directly into the Sharp RD685AV, which I used for the final recording since I felt it was desirable to have the unit which would be used for playback also do the recording.

After the music track with narration was recorded, I played it back on the Sharp recorder several times to check the quality of the recording as well as study the beat of the music while trying to estimate how the program would flow. I then started from the beginning of the program and added the synchronizing cues, a process which is done separately from the music recording, trying to match them to the tempo of the music while maintaining a fairly uniform projection time in the range of five to seven seconds per slide. I knew in advance that several slides of particular significance would be either at the beginning or the end of certain segments, so I provided longer projection times for these. Finally, I connected the unit to the projector, starting with an empty slide tray, and listened to the program while writing down the tray slot numbers corresponding to the starting point and ending point of each music segment. I then plotted out how much space each segment would take in the tray, keeping in mind that if tray changes were to be hidden effectively, they would have to be done in the few seconds between segments of music and narration.

Finally, I got out the slide sorting board and picked the selection of slides to fit the number of tray spaces which corresponded to each segment of the program music and narration. I initially arranged them to avoid repetitive viewing angles, then re-sorted several of the segments where vocals were used in order to get the subject to best match the lyrics of the song. (Editor's note: This is where Preston's technique varies from the

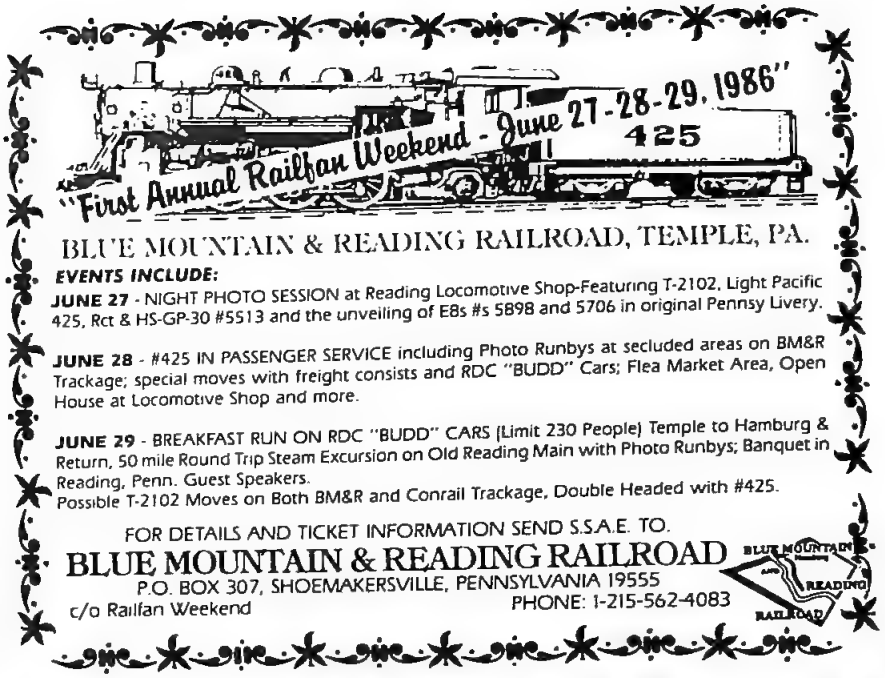
typical approach to setting up a tape-slide show. Preston paced his slide changes to the narration and music *before* selecting the specific slides that would be used in each segment. He did not arrange the slides first and then try to match them to the music/narration track.)

I initially put the slides into the trays starting from space one in projection order but found later that with several tray changes during the program it was more convenient to begin from the tray-change point and work toward the beginning of the program, with the opening slide of each tray at slot number seven or twelve or whatever. In this way the tray ends up at the removal index at the end of each tray sequence and can be lifted off the projector without using the select bar. Since you need to hit the select bar when installing the following tray, it is no problem to insert the tray and spin it to the first occupied slot. I put a large white arrow on the side of the follow-up trays to identify the first slide space. This saves a few seconds on each slide change and helps the program flow better.

Since the Sharp RD685AV has a programmable stop signal on the tape, which can be changed at random, you can force the projector to stop when the end of the tray is reached, and neither the tape recorder or the projector will advance until the reset on the recorder is pressed. This helps avoid the embarassing situation of having the projector resume the program while you are still fumbling in the dark with the trays. (This is less of a problem if you are using two projectors, as you can change one when the other is projecting, but it is a very handy feature if your show is set up for one projector.)

With the show arranged for single projector synchronized showing, I presented it to several groups and asked their reactions. After considering the responses and making some changes, I finally showed the program to a larger group, the Jersey Central Chapter NRHS, with the show still in single-projector arrangement. Once again the comments of the audience were noted, and a few additional changes in the slide editing were made. When I was completely satisfied with the program, changing it to a two-projector dissolve show only required reloading it into parallel trays with the slide presentation sequence alternating between the two projectors. You throw the control switch on the Sharp RD685AV from SYNC to DISSOLVE, and you are ready to go. One advantage of the two-projector dissolve mode is that with twice as many projectors, you only have to change the slide trays at half as many points in the program, and using 140-slide Carousel trays my entire Erie Lackawanna program can run with only one tray change on each projector. This made it unnecessary to arrange the second tray on each projector to end up at the removal index, since there are no further tray changes needed to get through the end of the show.

I initially set up the slide sequence to change both of the 140-slide trays simultaneously near the middle of the program, which would disturb the slide in the illuminated projector momentarily. On a suggestion from Jim, I rechecked each slide sequence and found one near the middle of the program which had one of the projectors dark at the beginning of the sequence and the other projector dark at the end of the sequence. The slide arrangement in the trays could be staggered to take advantage of this, allowing the trays to be changed without dis-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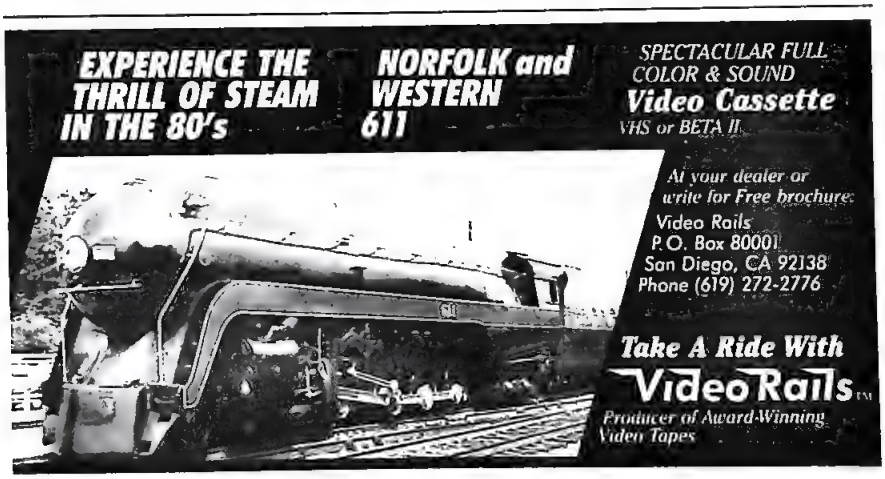
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turbing the illuminated projector.

In the interest of getting through the show with only one change of trays, I decided to modify a basic rule I had set up for myself at the beginning of the project. I originally wanted to use 80-slide Carousel trays rather than the 140-slide trays because the 80s are less sensitive to malfunctions caused by slides which are bent or have frayed edges. Unfortunately, the way the segments of music timed out, it would have required eight of the 80-slide trays (and three changes for each projector during the show) to have all the tray changes set up to fall between music segments and coincide with the tray removal index positions. I decided the show would be easier to transport using four of the 140-slide trays, and since the audience size would generally be small, I would just have to accept the additional risk of a slide-feeding malfunction. If the slides were older or the mounts more worn, I would have been forced to use the 80-slide trays all of the time.

Preparing the Erie Lackawanna program provided me with a good starting point for the development of more sophisticated programs. The EL program required a minimal amount of narration, generally at the beginning of each music segment (but a written script proved absolutely essential), and went together very quickly, the entire project being completed in about five evenings. My next project, a show on railroad tugboats, will be much more involved, since there is substantially more narration required. I will probably do the entire narration as a separate tape to merge with the music master tape rather than doing a direct talk-over narration while recording as I did with the EL program. Yet another project, which will probably be even more difficult, is the conversion of an existing slide clinic on diesel locomotives into a tape-slide program, which will require even more narration as well as trying to choose a music score to fit a program which has already been arranged and edited. Undoubtedly, a good deal of re-editing will be necessary.

Since we started out by talking about how efficiently this projection technique gets through a slide program, you might be curious about the slide count and playback length of the EL program. In its completed arrangement, it runs through 485 slides in 38 minutes. It's kind of like watching water come out of a fire hose! If you have ever been stuck in one of those situations where you could only get through 38 slides in 38 minutes, maybe synchronized tape-slide programs are worth trying.

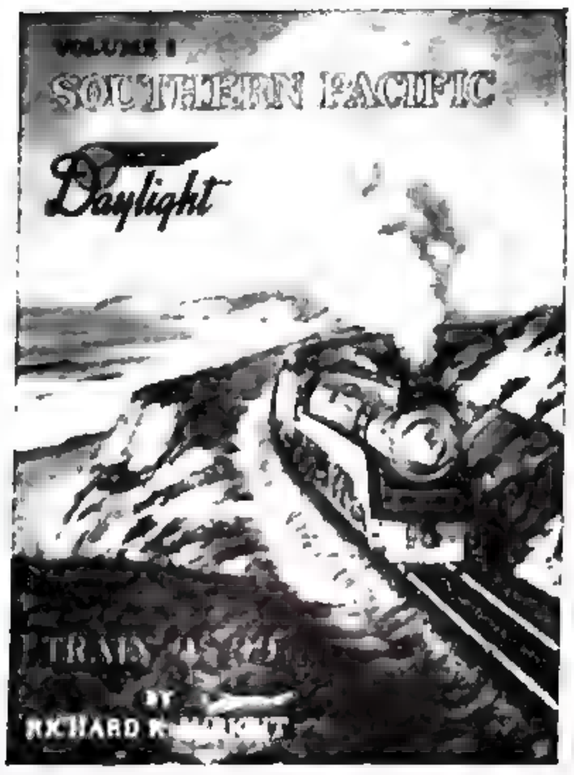
We'd like you to meet...

Richard Mitchell

Railfanning for Richard Mitchell, co-author of "Santa Fe to the Bay," began back in the 1940s. Steam was still king; railfans back then would chase the new diesels the way they chase the old steam now. Richard started waiting for trains when he was 16, lying in wait for the hotshots and varnish armed with his 6×9cm box camera. "I think the lens was a reject from the Mason Jar company," he says now. He was living near Baltimore, Maryland, then, and the quarry for his camera was the Pennsy, B&O, Maryland & Pennsylvania and the Baltimore Transit Company.

World War II created a long hiatus in Richard's railfanning. Besides being arrested twice as a suspected Nazi spy, he found film, supplies and cameras almost impossible to obtain. Finally, Naval service took priority over waiting at trackside. Various other matters also took priority, such as getting married and getting started in life—beginning in the Netherlands Antilles, where Richard and his family lived for 14 years. With no railroads there, he had to content himself with photographing ships which arrived and departed his island home in Curacao. After working there for a while in photography, he went into broadcasting, first in radio and later in TV.

With his wife Sibyl and four children (Amy, Pamela, Richard and Christopher), Richard returned to the United States in 1964, moving to the San Mateo County coastside, about 25 miles south of San Francisco, where they live today. Railfanning became important again in his life about 1974. "I discovered a whole new world out there." But it was



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quite a different one from the 1940s. Trains were still trains, but there were far fewer of them. He discovered that railfanning was a lot more satisfying for him as a member of a railfan association, and in 1975 he joined the Northern California Railroad Club. From taking part in the club's trips, Richard went on to begin running some of them. All the while his 1952 Rolleiflex, which he had acquired during his stay in Curacao, was busy photographing the rail scene of the 1970s and 1980s: the special steam runs, the trolley museums, the tourist railroads and, of course, the main line trains.

It was not until 1977 that Richard was able to put his working life and his hobby together. After an eight-year stint behind the wheel of a yellow cab, he joined the Santa Fe Railway in Richmond, California, where he has worked ever since. He considers himself "phenomenally lucky."

"Very few people", he says, "are able to live without fundamental split in their lives. Most of us are divided between working and living. I am just extremely fortunate that there is no difference between the two for me. Railfanning helps me in my work, and my work helps me in railfanning. It's pretty hard to do better than that." Richard's work is a crew-caller on midnights two nights a week and one daylight trick. He also works one day a week with inbound trains and one day making waybills for the outbound runs.

He was recently elected president of the Northern California Railroad Club and says he has already lined out a full schedule of trips for 1986. The walls of the crew desk in Richmond are covered with examples of his photographic work, ranging from Santa Fe main line trains to steam in Colorado and New Mexico. He has held photo exhibitions in the Bay Area, as well as in Sacramento and Pasadena.

Richard still uses the 1952 Rolleiflex for most of his work, chiefly with color negative (Kodak's VPS III film), but he does some transparency work as well.

With the SP/ATSF merger now not too terribly far away, Richard says he is photographing as much as possible of the power from both roads in their present paint schemes. Increasingly the new "Kodachrome" SP&SF colors are in sight. He advises fans to start firing away now with their cameras, "because when they are gone, they're gone." The cabooses are another case in point; don't pass up the rear-end shots.

"Santa Fe to the Bay" is Richard Mitchell's first appearance in print in a railfan publication.

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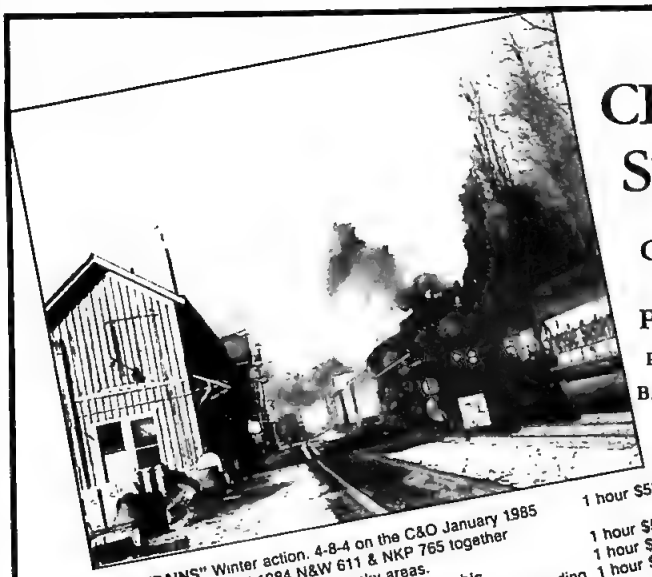

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Transit Currents

The Museum Season

Railway museums are a super way to bring out creativity on the part of individuals, a happy change from more routine tasks, a chance to preserve a bit of the past for the present and posterity, and great places to visit. The Bay Area Electric Railroad Association recently got an $8000 federal grant to help preserve No.352, a 1911 Key System streetcar. The Institute of Museum Services provided the grant to repair the 352, one of three Key System streetcars still known to exist in operating condition (all three are at the Western Railway Museum at Rio Vista Junction in Solano County). The 352 is one of 60 cars built by the St. Louis Car Company for the Oakland Traction Company, a predecessor of the Key System. Built mostly of wood with steel framing, the cars were 48 feet long. This particular batch was designed with spacious loading and unloading platforms to help speed passenger flow, quite an innovation at the time. At the rush hours, 80 persons could jam onto the car, alhtough it contained seats for only 48. The 352 was improved with more powerful motors, improved suspension and padded leather seats in 1929.

Streetcars disappeared from the streets of Oakland in 1948, and Berkeley historian Louis Stein bought the carbody from 352, minus the running gear, and preserved it in his back yard until he donated it to the Bay Area Electric Railroad Association, which transported it to the Western Railway Museum. The museum bought wheels, axles and electric motors from Japan that are almost identical to the 1929 equipment. Major renovation will be carried out.

The museum has more than a hundred pieces of vintage railway equipment, including five steam locomotives. Traction fans can ride in several of the cars over a 1½-mile piece of electrified trackage encircling the 25-acre museum site. If you are in the vicinity, visit the Western Railway Museum and see the progress being made on 352. It is open weekends and holidays from noon to 5:00 p.m. For information contact Jennifer Joseph, Jo Murray Public Relations, 415/653-3303 or 415/655-4790.

Yakima Valley Transportation Baldwin-Westinghouse B-1 motor 291 arrived at the Orange Empire Trolley Museum in Perris, California, on December 15, 1985. The 1921 built unit was originally a native of Southern California, having been built as Glendale & Montrose 22. When the G&M was dieselized in the early 1940s, the 22 was sent north to another Union Pacific subsidiary, the YVT. The locomotive will eventually be restored to the maroon G&M livery. Bruce Dress sends word that Union Pacific representatives were at Perris for a "handing over" ceremony at 2:00 p.m. on Sunday, January 19, 1986. Orange Empire is a great place to visit (I know; I was there in October 1985), and now you've got the 297 to look at. For information, contact OERM, P.O. Box 548, Perris, CA 92370-0548.

Some determined volunteers in Appleton, Wisconsin, are working to resuscitate Milwaukee streetcar 846, and it may become the centerpiece of the new museum. Edwin Petersen sent information that the members of Trolley Car 86, Inc., hope to have the restoration complete in 1986 to celebrate the Centennial of streetcars in Appleton. A news item claims that the Appleton Electric Railway was the first commercially-successful electric streetcar operation in the United States. No.846 is one of only two known survivors among the 40-passenger 800-series streetcars manufactured for Milwaukee by the St. Louis Car Company. The museum is negotiating to buy another Milwaukee car, one that was used for a short shuttle service in Appleton during the 1982 Festival of Light. Museums appear to be springing up everywhere.

Light Rail for Manhattan?

There is another proposal for light rail line on Manhattan, this time serving the west side of the island. Several years ago a light rail line was proposed for 42nd Street as a major crosstown carrier, but nothing has yet come of it. In late December, 1985, New York State and New York City announced that they will be studying the possibility of light rail to utilize the right-of-way of the old New York Central electrified "West Side Freight Line." This line begins on Washington Street in Greenwich Village and reaches Spuyten Duyvil at the very northern tip of Manhattan. The line operates through a tunnel beneath Riverside Park and in an open cut more than 20 feet below street level between 10th and 11th Avenues west of the Midtown area. From there south, it is elevated on bridges. In its first phase, the light rail line, would be likely to run from the unused yard between 72nd and 59th Streets, down the West Side to 42nd or 33rd Streets. The railyard site is where real estate developer Donald J. Trump has announced plans to transform the area into an enormous development called "Television City."

At 42nd Street the north/south line could link with the crosstown trolley—if it is ever built—and at 33rd Street it would feed into the Jacob B. Javits Convention Center. The South end of the line would terminate at a huge storage area the MTA is completing for the Long Island Rail Road from 10th to 12th Avenues between 31st and 33rd Streets. A shuttle operation could link the yard with Pennsylvaia Station, which is three blocks away, and an extension of the shuttle could feed directly into the Javits Convention Center.

The route for this line is dormant Conrail track scheduled to be turned over to Amtrak. Amtrak would use the line to operate approximately 20 trains a day from Penn Station that now run from Grand Central Terminal. The right-of-way is between 55 and 125 feet in width and contains two tracks. At 33rd Street the line moves above grade and weaves its way south to Washington Street.

Don't hold your breath, but this proposal appears to make good sense, especialy because Javits Convention Center will not include any parking facilities.

Chicagoland

Fare bargains and intensive promotional marketing efforts have helped increase ridership on the commuter rail system in the Chicago area (now dubbed Metra, for Metropolitan Rail). There has been a decided push toward increasing ridership to the point that 4.6 % more people rode during August 1985 than in August 1984, translating into 239,634 more passenger trips. A million-dollar multimedia advertising campaign also helped, as did the discounted ten-ride tickets, short-trip fare cuts and an effort toward improved service quality and reliability.

Plagued by construction of the addition to McCormick Place and serious overcrowding, South Shore trains have the poorest on-time performance in the region, and while offering only 6% of the total rail commuter train operation in Chicagoland, South Shore trains contributed one-third of the late trains during a two-month period in the summer of 1985.

December 2, 1985, saw improved South Shore service as the Northern Indiana Commuter Transportation District implemented an additional eight-car train each way during the peak-hours and a new four-car Hegewisch turn in the morning. Despite the problem of unreliability, ridership is expected to boom on the South Shore because massive layoffs in northwest Indiana leave the Loop of Chicago as one of the few places in the region where the job market is ebullient.

Financial difficulties loom ahead for the Northern Indiana Commuter Transportation District: Fares were raised 10% in November 1985, and the District is seeking powers to impose taxes to support South Shore passenger service. If the financial situation is not settled, 1986 may see enormous cutbacks in South Shore service.

The National Transportation Safety Board reported on October 24, blaming the dispatcher and the train crew for the January 21, 1985, head-on collision on the South Shore at Gary. Steve Scalzo sends the news.

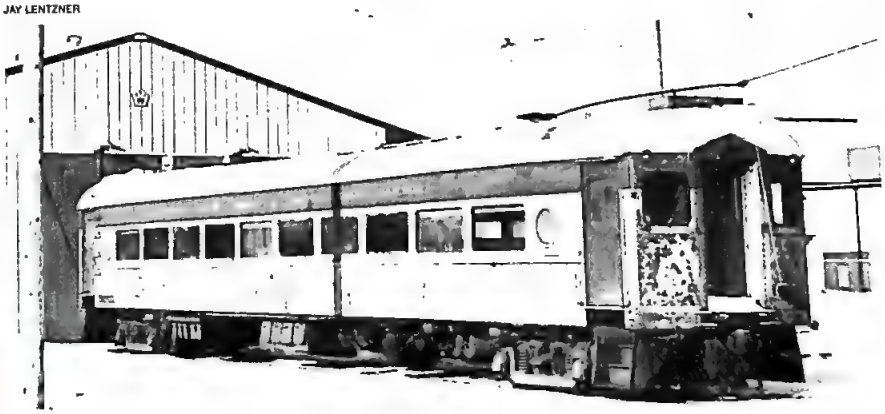
November 4, 1985, saw ground broken for an underground passageway to link the ICG Randolph Street Station, also used by the South Shore Line, with City Hall. The tunnel will link the station with the CTA subway at State and Randolph, the Dearborn Street subway at Randolph and Dearborn, and the Grant Park underground parking garage and City Hall.

Insurance woes

Carl Lehman writes from San Antonio that Car No. 300, which ran a 2½-mile tourist operation for the San Antonio Museum of Art, was removed from operation on October 11, 1985. The reason was the dramatic increase in insurance rates. Anyone who has dealt with liability insurance knows that the cost of it is skyrocketing. The San Antonio trolley insurance went from $11,000 a year for $3 million in coverage to $25,000 for $1 million in coverage.

A similar problem is affecting the Northern Indiana Commuter Transportation District and the Chicago South Shore & South Bend Railroad. A huge increase in liability insurance costs are causing severe difficulties for the South Shore and that portion of the costs which the NICTD must pay. With shrinking federal aid and difficulties on local levels, many transit properties are very hard pressed to pay these huge increases in insurance costs. Several transit systems were almost forced to terminate service because no one would insure them.

JAY LENTZNER



SOUTH SHORE without pans? Is this some sort of "pole-ish" joke? The South Shore's first order of steel coaches had one pantograph and one trolley pole, but this 1927 Pullman was delivered with two pantographs. The pantographs have been replaced with trolley poles by the Wisconsin Trolley Museum for operation on the seven-mile Municipality of East Troy line. Coach 25 is shown at the museum's new carbarn at East Troy on December 29, 1985. The Wisconsin Trolley Museum, formerly of North Prairie, has moved to East Troy and will be operating weekends Memorial Day through October and Wednesdays, Thursdays and Fridays from late June through August. In addition to two South Shore cars, they have a Duluth streetcar, CTA 4420 and a single-truck open car.

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Transit Currents

Rapid Transit for Orlando?

Norman Fisk sent a large number of clippings concerning the potential of rapid transit in the Orlando area. Florida is burdened by an avalanche of population growth; the number of Floridians has increased by 62% since 1970. Orlando is the second fastest growing major metropolitan area in the U.S.; the population there has risen 87%, to a total of 845,000, since 1970, which was the year before Walt Disney World opened. Never underestimate the power of a mouse! The turn-of-the-century population in Orlando is expected to take another leap upward by about 66% to 1.4 million people.

Orange County Commissioner Lou Treadway is the political force behind a rail project for Orlando. He asks the question of people in the Orlando area: Do they want their city to look like San Diego, or Toronto? If Mr. Treadway's proposal is followed, it would mean that with careful planning and real, honest-to-goodness follow-through, rail transit could actually guide the development of the region in a way that has not been achieved anywhere else in the U.S. in the last 60 years. Treadway proposes a change in zoning laws to permit very high density growth along the proposed rail lines, including such things as high-rise condominiums, offices and shopping centers. The rail corridor would also get priority in receiving water and sewage service. With these incentives, it would become more attractive for developers to build along the rail lines. High-density development would be pretty much banned outside the rail corridors. As a corollary, Treadway's plan calls for a cessation of road improvements that compete with the rail system and would, instead, concentrate on upgrading roads that lead to the rail stations and complement the rail service.

Special taxing districts would be established in an area up to a half-mile on either side of the rail system; the tax on the land would reflect the economic benefit of being near the system. The tax would capture a portion of the value the rail system would create. This is an interesting one to watch.

In the middle of June 1985, a French consortium approached the Orange County, Florida, Commission with a proposal to build and operate a rail transit system that would link Walt Disney World with the International Drive tourist area. The proposal calls for an 11.7-mile system with 14 stations. Approximately three-quarters of the rapid transit line would be elevated. The French concern of MATRA is behind the proposal. Computerized, driverless trains that would average about 30 m.p.h. would be expected to carry approximately 28,000 passengers a day along a concrete guideway. A system such as that proposed by MATR is now in operation in Lille, France.

San Diego Trolley

The San Diego Trolley has certainly garnered some impressive statistics in its brief history. Beginning service in July 1981, by July 1985 it had carried slightly over 20,000,000 passengers. In July 1985 the average weekday patronage was 20,551, the Saturday average 18,218, and the Sunday average 14,312. During 1982, the first full calender year of operations, 4,060,071 riders were carried for an average daily ridership of 11,123. For the full calender year of 1984, the total ridership was 5,681,708, or an average of 15,524 daily riders. Through July 1985, total ridership was 3,694,907 or 17,428 average daily riders over a 212-day period.

The farebox recovery rate of the San Diego Trolley is also interesting and exciting. For the third quarter of 1985, the farebox recovery rate was 91.37%. As far as I know, that is the highest in the transit industry. George K. Isaacs sent the information.

Flashes

The Ohio Brass Company's publication *Transit News Around the World,* Volume 8, No. 1, 1986, has an interesting article about the new trolley line in the Grand Cyprus Resort near Orlando, Florida. There is also an article on the new rapid transit line in Seoul, Korea. The Ohio Brass Company is at 380 North Main St., Mansfield, OH 44903-1319.

It is definite: GO Transit, the commuter rail and bus operation in the Toronto metropolitan area, will stick with conventional trains. In 1982 it had been announced that the commuter rail service in the fast-growing areas to the east and west of metro Toronto would use the GO-ALRT technology. However, the Canadian federal government is legislating a new relationship between railways and passenger train operators which would make it more economical to develop and operate regular commuter services. Ontario Minister of Transportation Ed Fulton announced in October 1985 that GO-ALRT would not be built. The right-of-way, already partly graded for ALRT between Pickering and Whitby, will have conventional tracks constructed on it. GO train service between Oakville and Burlington will be phased up to full schedules by the early 1990s. The first extra round trip will be offered in the spring of 1986. Two additional round trips will be offered on the Milton rail line in 1988. If the ALRT routing between Whitby and Oshawa suits the task, it will also be used for conventional trains.

Tom McGarry informs me that the San Francisco Municipal Railway is going to re-evaluate and perhaps redesign the cable car brake system. Before the renovation of the cable car system several years ago, Public Utility Commission engineers had developed a prototype hydraulically-powered disk brake for the cable car system; it will probably be a major contender among several options.

Tom Ruffin sends news that cable car fares in San Francisco may go up to $2.00. He also sends word that trolleys may return to McKinney Avenue in Dallas. The hope is to restore streetcar service from St. Paul Street

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

and Ross Avenue near the Dallas Museum of Art and operate up St. Paul and McKinney to Hall Street. The 2.8-mile round trip would use track formerly operated upon by Dallas streetcars. A big party was held on November 20, 1985, with the first restored car. It is a 1906 product of the J.G. Brill Company and was operated in Oporto, Portugal, for 72 years. Businesses along the way are hoping to raise $3.25 million to get the car line started.

October 16, 1985, saw the dedication of the Adam Benjamin, Jr., Metro Center transit facility in Gary, Indiana. The Chicago South Shore & South Bend trains use the upper portion, and Gary Public Transportation Corporation, Greyhound and Trailways buses use the lower level.

A Hong Kong double-deck tram has been donated to the city and county of San Francisco for the Trolley Festival. Hong Kong tramways will regauge the truck frame, and the San Francisco Muni will turn new axles for the car. The idea for the tram came from Mayor Diane Feinstein, who saw the famed cars on a recent visit to the Far East. The double-decker won't fit through the Twin Peaks Tunnel, of course, so it will have to be trucked between the car house at Metro Center and Market Street for the Trolley Festival sessions until 1987 when the J Line extension to the Metro Center is completed. There is also a possibility that there may be a 1932 Japanese car from Hiroshima. Details are also being worked out on the donation of a 1921 single-trucker from Leningrad in the Soviet Union. The Russian car has a unique hinged truck which is very similar to the old Brill Radiax truck that was used under the Muni's center-entrance E-Union Line cars.

Galveston, Texas, is planning to bring back an operational trolley system which will pass through the Strand, a 19th century "Wall Street of the South," which has been declared a national landmark. Roger Moore, an independent archaeological consultant, was employed to determine the construction impact of the trolley on archaeological resources. The aim was to have historical compatibility in the design of the trolley system. The streetcars to be used will have a turn-of-the-century appearance. A little digging showed the street asphalt was underlaid by brick pavement and some cresoted wood block pavement. It sounds as if the car tracks may well be laid in the authentic original brick. Thanks to Paul F. Willer for the information.

Bill Crawford reports from the Boston area that the Salem/Beverly bridge has been repaired and commuter train service has resumed. The bridge was knocked out by a fire on November 16, 1984.

Three 15-year-old boys threw rocks and chunks of reinforced concrete onto the tracks of the Norristown High Speed Line (the old Philadelpha & Western) operated by SEPTA in the Philadelphia suburbs. A Norristown-bound car struck the debris and derailed; moments later a southbound car came around a curve about 400 feet away and was unable to stop on the rain-slick tracks. It crashed into the derailed car. Fifty-nine people were injured in the December 13, 1985 wreck. Brian Nagel sent the news.

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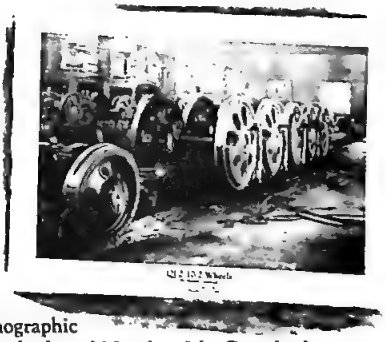

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Railnews

IN THE DISNEY MOVIE So how badly did they damage the 4449 when it was run off the end of the track for the filming of the Disney/Touchstone movie "Tough Guys" starring Burt Lancaster and Kirk Douglas? Why, not at all. This is Hollywood, folks. The crash was filmed with a 1" scale model bulldozing into a trough of graham crackers, while the live action in the aftermath of the wreck was done on the fiberglass and plywood full-size mock-up shown on page 2. The real 4449 was simmering away contentedly about 200 yards to the east on the main line of the Eagle Mountain Railroad.

The 4449 was moved down from Portland, Ore., in early March to Los Angeles, where it was kept at Taylor Yard and used for filming at various locations in the city. It was then taken to the Eagle Mountain Railroad, about 150 miles east of L.A., for additional shooting in the desert/mountain scenery. The set for the wreck scene was prepared at Summit siding, about midpoint on the Eagle Mountain, with buildings and a water tank alongside the main line and an identical set parallel to it with the mock-up of the wrecked locomotive off the "End of Line." The 4449 and three-car "movie train" consist (baggage, parlor car, obs) were used for extensive filming on the Eagle Mountain. The tool car and water canteen were not used in the filming. The entire consist was painted in authentic SP *Daylight* livery except for the name change on the skirts of the engine, where a beautifully-executed *Gold Coast Flyer* emblem was patched over the *Daylight* artwork.

The 52-mile Eagle Mountain Railroad is owned by Kaiser Steel and has been shut down for over a year since the iron mine at Eagle Mountain was closed. Three of the U30Cs remain at the mine (see the September 1983 R&R for a feature on the Eagle Mountain).

The 4449 completed its movie work and returned to Portland without incident, operating via Cajon Pass in gloomy weather on the morning of April 12. We will take you behind the scenes of the "Tough Guys" movie production in our September 1986 issue.

MAINE CENTRAL Motive power developments on the Guilford system have taken back seat to a nasty strike that has New England in a turmoil. On March 3, 1986, the Brotherhood of Maintenance of Way Employees struck the Maine Central over the issue of job guarantees, wage cuts and the bringing in of outside contractors. Within the next two months the strike spread throughout the entire Guilford system (MEC, B&M and D&H), with management defying the strike a la the Florida East Coast and operating trains with management and "new-hires" brought in from all over the Northeast. By the end of April, they had shut down all of Boston's MBTA commuter service. As we go to press, it looks like this strike could be a long one. In addition to driving Guilford traffic to trucks, the strike is choking off the now-isolated Bangor & Aroostook, and there is very serious concern that the railroads will never be able to recover much of the business presently being diverted to the highways. One positive result, however, is that the Central Vermont is doing a thriving business with strike-diverted traffic.

If there's still a railroad left to run it on when this is all over, there have been some interesting developments in the Guilford motive power situation. As if inspired by the Santa Fe CF7s that have been finding their way all over the country, the Waterville shop rebuilt MEC GP9 571 into a "full crew cab" unit, renumbered 471 (see page 2), which bears a striking resemblance to one of those creatures from Cleburne. Additionally, the MEC has gotten its first six-motor power in the form of five ex-Detroit Edison SD40s. MEC 600-604 were DE 003, 004, 006, 014 and 017 (the 017, incidentally, was the last SD40 built). One additonal DE unit, U30C 012, became B&M 640. Last year the B&M got its first six-motor power in the form of three former Illinois Terminal SD39s from the N&W. Delivered in N&W black, the B&M 690-692 were N&W 2961-2963/ITC 2301-2303. With its own fleet of six-motors almost down to nothing with the departure of its C628s many years ago and the frightful attrition rate on its 26 U30C/U33Cs (down to about three serviceable U33Cs recently), the D&H bounced back in August 1985 by acquiring seven ex-Conrail U33Cs that had been returned to their lessor. The orignally-PC units are now D&H 650-656, with the remainder of the D&H's own U33Cs being renumbered from 754-760 to 658-662. Other recent odd-balls on the Guilford roster include B&M 190-192, ex-Conrail U33Bs. Large numbers of mostly ex-B&M switchers and early Geeps are reportedly slated for scrap, while a considerable number of D&H Alcos (C420s, C424m's, RS36s and RS3u's) remain in service.

COTTON BELT 819 We now have another 4-8-4 under steam. With overhaul completed by volunteers at the St. Louis Southwestern shop in Pine Bluff, Ark., where she was built, 4-8-4 819 steamed 40 miles to Fordyce, Ark., on April 25 to be on display for the Fordyce on the Cotton Belt Festival. The train consisted of a privately-owned coach and the business car *Houston*. The engine performed flawlessly and returned to Pine Bluff on April 27. There are no firm plans for future trips at this time.

THE SANTA FE COLLECTION The three steam locomotives, nine diesels and articulated motor car M190 that made up the Santa Fe's mysterious "museum collection," stored for years at Albuquerque, N.M., has been donated and moved to the California Railroad Museum in Sacramento. Symboled VAQST-131, the museum train left Albuquerque on March 31 behind three freshly-outshopped SD45-2s: 7207, 7206 and 7205. The train was made up of 2-10-4 5021, F7A 347C (in the "yellow warbonnet" scheme), F3B 347B, RSD15 "Alligator" 9820, the Barstow derrick boom car, 4-8-4 2925, Fairbanks-Morse H12-44TS passenger switcher 543, FM H12-44 608, Baldwin DS4-4-1000 2260, Alco S2 2381, EMD NW2 2404, Alco RS1 2394 and 0-4-0 No.5 "Little Buttercup" on a flatcar, motor car M190, a piggyback flat and business car 58. The collection was originally intended to be the nucleus of a company museum somewhere on the Santa Fe main line, but with the merger situation and the emergence of the California Railroad Museum, the railroad decided that Sacramento would be the best place for the collection. The "Death Valley Scotty" 2-6-2 1010 had moved from the collection to Sacramento when the museum opened in 1981.

UNION PACIFIC In what may be one of its few runs this year, UP 4-8-4 8444 will operate across Kansas on the old Kansas Pacific route between Denver and Topeka this summer to help celebrate the 125th Anniversary of Kansas statehood. Though no detailed schedule is yet available, the engine will pull a display train and make numerous stops en route to festivities August 30 and September 1 in Topeka. At this writing, it appears that the 8444 (and SP 4449) will not be at the Vancouver EXPO in May.

INSURANCE WOES The biggest news in 1986 railroading just may turn out to be liability insurance. As recent cover stories in the national newsmagazines pointed out, the dramatic drop in interest rates caught the insurance industry with its assets exposed, and as a result they have been making ridiculous increases in rates for liability insurance and cutting back their exposure by eliminating risks—that is, cancelling or not renewing policies. While many feel that this is a contrived "crisis" to drive rates up and pressure for legislation more favorable to the insurance companies by putting caps on liability lawsuits, its effects are nonetheless real and something we will be living with for the forseeable future. The national stories have focused on municipalities that have declared bankruptcy to avoid outlandish insurance premiums or such attention-getters as the roller coaster at New York's Coney Island that had to shut down for lack of insurance.

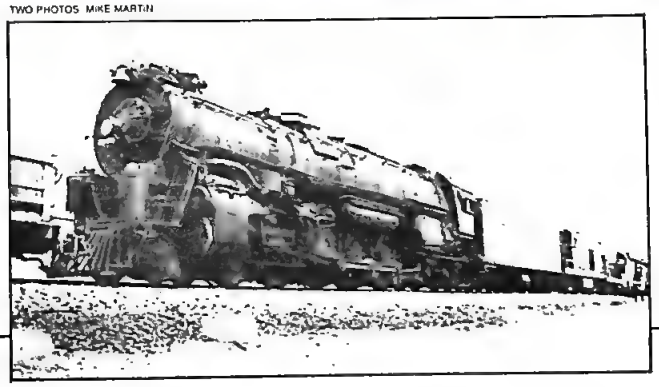
The railroad industry was affected by this across the board, with many of the larger corporations forming their own insurance groups, while the smaller operations had to go along with reduced coverage at a steep increase in premiums (typically, half the coverage for three times the price). In Michigan, for instance, the numerous operators of state-owned lines carried $5 million in liability, but their carrier (Midland, of MKT Industries, which bore the brunt of the Johns-Manville asbestos lawsuits) would only renew for $1/2 million and would not provide more at any price.

In 1984 Conrail carried $2 million "deductable" on its liability insurance (it would pay the first $2 million in any claim), but that was upped to $3 million in 1985. Beginning May 1, 1986, their coverage is $10 million deductable on freight business and *no coverage whatsoever* on any revenue passenger business (excursions, commuters, etc.). Since $10 million is prohibitively expensive coverage for short lines, Conrail is requiring only $3 million coverage by any short line using its tracks and taking the $3-$10 million "exposure" upon itself as a cost of doing business.

Passenger excursion operators, however, since every ticket is a potential lawsuit, will have to come up with $25 million in liability insurance to run on Conrail. This includes the Ft. Wayne group and their extensive schedule with NKP 2-8-4 765 this summer. Conrail

J.M. BOYD

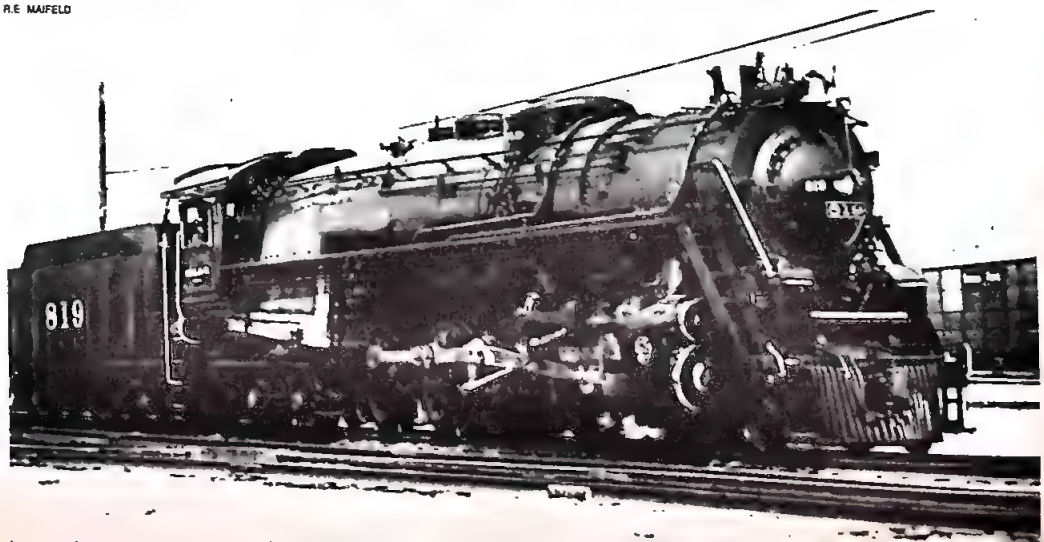
TWO PHOTOS MIKE MARTIN



INSURANCE WOES caused New Jersey's 14-mile Rahway Valley to turn its operations over to the Delaware Otsego Corporation, which will run the line in conjunction with its nearby Staten Island Rapid Transit operation. On April 18, the RVRR posed its two 70-tonners by its office in Kenilworth for a group of local railfans as a farewell photo session.

THE SANTA FE collection of historic locomotives has been donated to the California Railroad Museum at Sacramento. On March 31, 1986, three fresh SD45-2s departed Albuquerque, N.M., where the equipment had been stored, bound for Sacramento. Included in the consist were 2-10-4 5021, F7A 347C, F3B 347B, RSD15 9820, a boom car, 4-8-4 2925, H12-44TS 543, H12-44 608, DS4-4-1000 2260, S2 2381, NW2 2404, RS1 2394, 0-4-0 "Little Buttercup" on a flatcar, motor car M190, a flatcar and business car 58.

R.E. MAIFELD



COTTON BELT 819 was under steam at Pine Bluff, Ark., on April 17, 1986. The test run was a complete success, and the SSW 4-8-4 made her public debut at the Fordyce on the Cotton Belt Festival the following weekend. The 819 has been under restoration by volunteers in the Pine Bluff shop where she was built in 1943, the Cotton Belt's last steam locomotive.

has worked very closely with Ft. Wayne, and at press time they have helped line up the necessary coverage at an average cost of about an additonal $5 per ticket. They say Conrail has expended a lot of effort to help resolve the problem. While all of this was going on, the NRHS learned that its Rail Tours blanket policy used by chapters to operate excursions will not be renewed, and the individual chapters will be on their own to cover any future excursions.

In California, the Western Railway Museum at Rio Vista Junction has had to cancel its annual Spring Festival because it uses track located on property of the Union Pacific, which requires $2 million liability coverage. Until April 1, 1986, the museum had a $5 million policy, but this year it has not been able to obtain more than a $1 million policy. Says Harre Demoro, chairman of the museum association board of directors, "The insurance crisis has become a national problem, and we are caught up in the crisis. The additonal coverage just isn't available. We can't buy it at any price."

In an effort to protect liability insurance customers, the state of New Jersey passed legislation late last year that made it more difficult for policies to be cancelled. As a result, California Union and CIGNA of Philadelphia, the only insurers of railroads in the state, simply announced that they would not renew any railroad liability policies for any New Jersey short lines—including the N.J. Transit commuter operations. The first two railroads affected by this were the Morristown & Erie and the Rahway Valley, whose policies were up for renewal in March. The M&E managed to get an additonal year's insurance through some fast footwork and the help of N.J. Transit with the state legislature, which agreed to set up a joint task force with the insurance industry to work out legislation wording agreeable to all (the fact that the health and welfare coverage of 60,000 state employees was carried by a CIGNA subsidiary gave the state a certain amount of leverage). A few years ago, the M&E carried $5 million of liability insurance for an annual premium of $16,000; last year that same $5 million cost $33,327. At this time, the M&E has $2 million at a cost of $43,250 and still needs to pick up the additonal $1 million to reach Conrail's $3 million coverage requirement by May 1. And the new limits are total coverage, whereas the previous policies were "per incident."

The Rahway Valley was not so fortunate. Rather than fight the insurance battle, it opted to turn operation of its line over to Delaware Otsego Corporation with negotiations begun for an outright sale. Delaware Otsego, owner of the New York, Susquehanna & Western, is a New York corporation and not affected by the New Jersey dispute. Operation of the Rahway Valley will be coordinated with DO's recently-acquired former-Chessie freight segment of the Staten Island Rapid Transit, which connects nearby.

NEW GEORGIA RAILROAD The ex-Southern E8 6901 shown in the May 1986 issue has had its striping and lettering completed, resulting in a very handsome livery inspired by the Central of Georgia (see page 2). The Seaboard System likes the safety aspect of that ghastly three-lens warning light mounted atop the cab, so its removal has become a subject of some controversy. The 6901 will be used along with S&A 4-6-2 750 on numerous locally-sponsored trips in the Atlanta area, though no summer schedule has yet been announced. The 750 operated circle trips around Atlanta on Seaboard trackage on the first two weekends in March, and the E8 made its public debut on April 5, 1986.

ALCO ALERT! The days may be numbered for the Chicago & North Western's Alco fleet in the iron ore country above Green Bay. The C&NW has ordered 55 SD60s (8101-8155) for delivery beginning in July 1986, and as part of the contract has specified Escanaba, Mich., as a shop to receive special microprocessor maintenance training. This confirms some rumors that the C&NW was very happy with the results of testing of a pair of SD50s on the ore trains, replacing three-unit sets of ex-N&W high-nose C628s. Although details on specific units are not available, a number of Alcos are slated for trade-in on the order. The C&NW order developed quickly because they were able to pick up a production reservation for 60 SD60s made by the Soo Line that was postponed until the effects of the Soo-Milwaukee merger could be clarified.

Meanwhile, EMD's La Grange plant went on a reduced-force layoff beginning in mid-April that is expected to last two months. As part of their second order of SD60s (22 units), Norfolk Southern will also be acquiring the three GP59 demonstrators.

GREEN BAY & WESTERN Although it was, indeed, out of service when representatives of the Morristown & Erie and NYS&W inquired about purchase ("The Surprising Survivors: Alco's Century 430s," May 1986 R&R), it seems that the Green Bay & Western's lone Alco C430 is back in service. Photographer Dick Steinbrenner notes, "Originally it was reported that the 315 was on the block because of weight restrictions on the Mississippi River bridge, and, indeed, the 315 would be dropped from the westbound power consist at East Winona, Wis., and picked up on the eastbound run. This has become moot, however, since the bridge has been withdrawn from service and the GB&W's western terminus is now the BN yard at East Winona. The GB&W is still all-Alco.

LaSALLE & BUREAU COUNTY Time ran out for the LaSalle & Bureau County Railroad on March 25, 1986. On that sunny day, Baldwin S8 No.8 shoved the last cut of stored ACFX freight cars off the LS&BC rails and was herself transported to an uncertain future. With the shut-down of the ICG line between Freeport and LaSalle, Ill. ("The last Gruber," May '86 R&R, page 60) on December 21, 1985, the LS&BC lost its only interchange connection (the Milwaukee, C&NW, CB&Q and NYC branches at the west end of the line near Ladd have been gone for some time). The last real traffic on the LS&BC (known locally as "The B") moved in September 1983, and the line has survived since then on storage fees for ACFX tank cars, covered hoppers and center-flows, which could be seen rusting away on the LS&BC main line just north of I-80.

In the meantime, the LS&BC's corporate structure was used to initiate its "Chicago Division" operations of the freight traffic on former Rock Island lines in the Chicago terminal area (Janaury '84 R&R, page 2). Now known as Chicago Rail Link, this Blue Island-based operation has become quite successful. LaSalle last made news in October 1981 when bilious purple Baldwin No.9 was sold to Transkentucky Transportation Inc. (March '82 R&R, page 2).

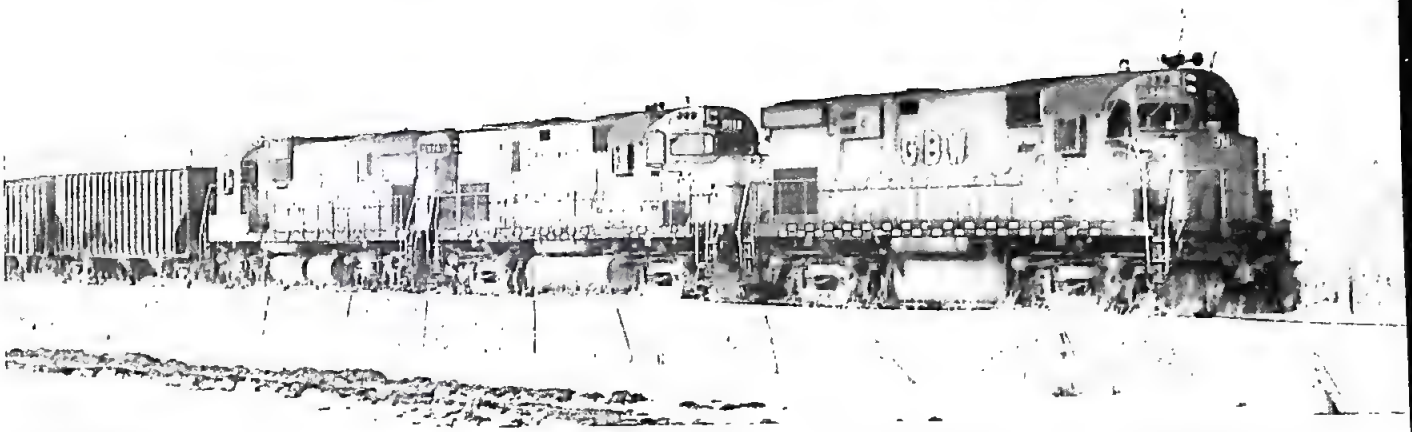
Traditional black & white Baldwin No.8 was fired up at the Carus Chemical enginehouse on March 18, 1986, to begin removing the 260 stored freight cars from its line before the ICG tracks became unusable. It took three days (the 18th, 20th and 25th) to gather all the cars and get them to the Midway yard interchange. On March 25, the Baldwin took the last cut of cars onto the ICG main line, south through the abandoned ICG yard and "down the hill" to the old Rock Island interchange where a Chessie "New Rock Subdivision" train was waiting at 2:00 p.m. An unseasonably hot (80°) day and a sticking thermostat caused the old Baldwin to overheat several times and make her last trip with doors flapping in the wind as the crew attempted to keep her cool. The Baldwin and train were then taken by the Chessie to Blue Island.

Only one employee of the original LS&BC was around to work the last three days. Switch Foreman Vic Washleski said that all the other LaSalle employees had retired in the last few months. The rest of the crew had come from Chicago Rail Link—BILL LANDIS.

CHICAGO & NORTH WESTERN On April 24, 1986, the C&NW announced that it has reached agreement to sell approximately 824 miles of track and 156 miles of trackage rights to L.B. Foster Company. The line between Winona, Minn., and Rapid City, S.D., is to be operated as the Dakota, Minnesota & Eastern Railroad.

THE "BEER TRAIN" As of mid-February, the Burlington Northern "Beer Train" that makes two or three trips a day between Denver and the Coors Brewery in Golden has been getting unusual motive power and has lost its caboose. Power is now a pair of SDP40s bracketing a B30-7A booster. In place of a caboose, rather than a "FRED," we understand they use a "Coors Light."

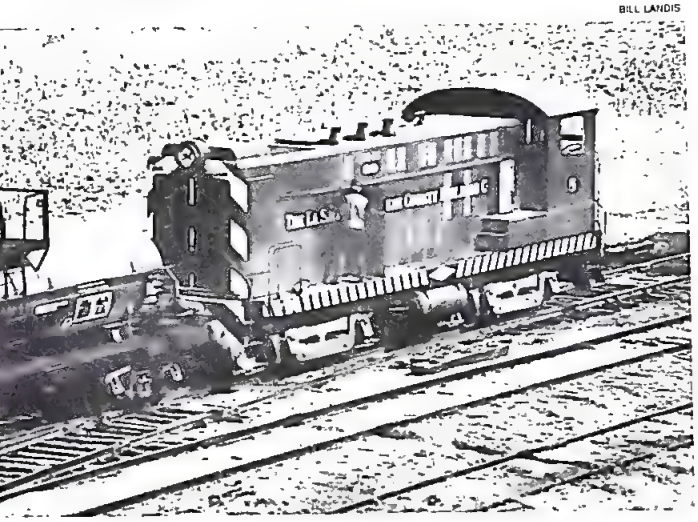
MARYLAND'S MARC As its four new AEM7s are abuilding at La Grange pending delivery beginning in September, Maryland's MARC commuter service is operating its 15 new MARC II commuter cars on its Baltimore-Washington runs on Amtrak's corridor. The MARC II cars were built by Nippon-Sharyo in Japan and are the same basic car as the m.u. electrics that modernized the Chicago South Shore & South Bend. Intended to operate as push-pull sets (with units on the Baltimore end), the cars are presently powered by Amtrak F40s, E60s or AEM7s. Although the MARC AEM7s will be able to operate push-pull, Amtrak AEM7s cannot operate that way because of their "potential wire" m.u. system. Amtrak's F40s and



RICHARD STEINBRENNER

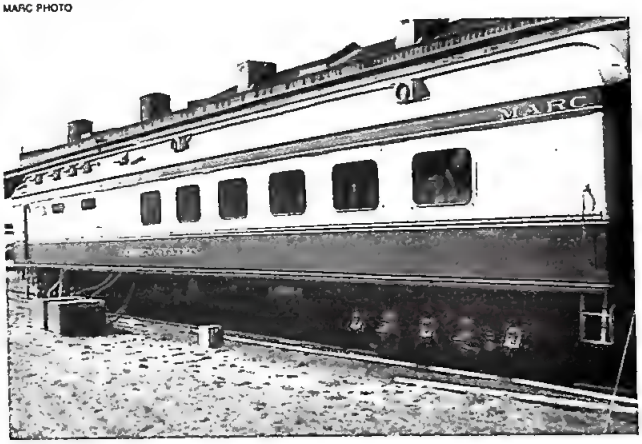
GREEN BAY & WESTERN Century 430 315 is back in service after a long period of storage. It is seen here eastbound at Arcadia, Wis., on March 3, 1986, behind C424 311 and C420 323. The GB&W is still all-Alco.

BILL LANDIS



LaSALLE & BUREAU COUNTY ended its operations on its home track out of LaSalle, Ill., on March 25, 1986, when Baldwin S8 No.8 removed the last of the freight cars that had been stored on the line. It is shown here overheated at the Midway interchange with the now-abandoned ICG.

MARC PHOTO



ALEX MAYES

MARYLAND'S MARC has moved its ticket office and waiting room out of the depot building at Baltimore's Camden Station and into this beautifully restored B&O heavyweight diner. The big old station building is being slated for conversion into an office complex. While awaiting delivery of its own four AEM7s, MARC is using its new Sumitomo "MARC II" push-pull cars with Amtrak power (here an F40 on March 25, 1986) on its Baltimore-Washington corridor line trains.

E60s have diesel-type m.u. and are used now in push-pull operation with the MARC cars. One of the five MARC II cab cars is being used on the *Blue Ridge* where it is saving considerable expense in not having to wye the train at Martinsburg, W.Va.

Camden Station in Baltimore has a new look. The massive and handsome structure is up for sale and possible rehabilitation as an office complex, and its last railroad occupant, MARC, has moved to newer more economical quarters. It's no "Amshack" for MARC, though. The new "Camden Station" is a handsome B&O standard heavyweight dining car, painted in the traditional B&O Royal Blue and gray livery. The car has been modified to provide restrooms and a waiting lounge in the dining area, and the pantry and buffet have become the ticket office. The car is quite sufficient for the needs of MARC's commuters and is much more economical to heat, air condition and maintain than the huge depot building.

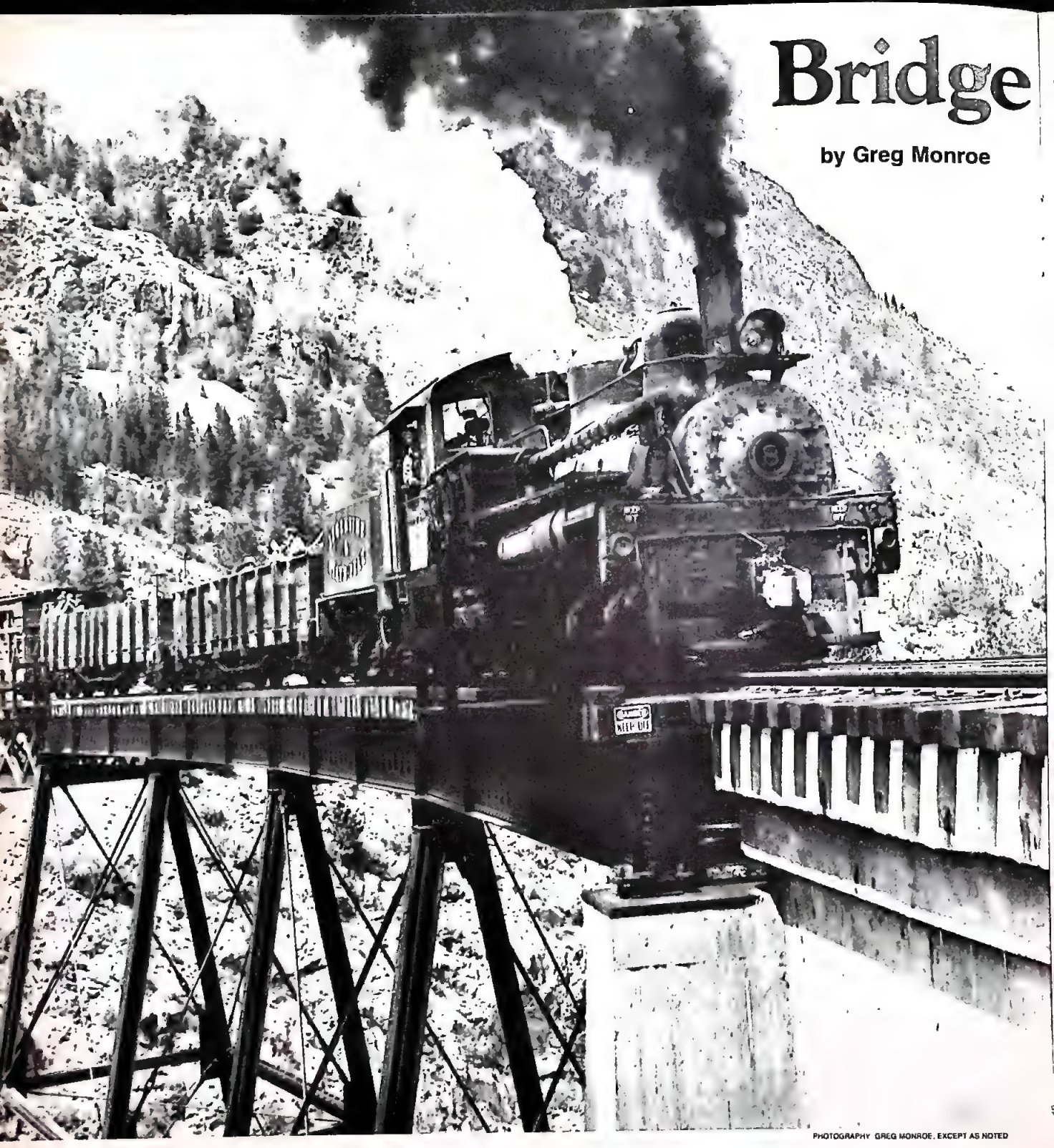
MARC is also sponsoring a MARC Photo Contest for photos of any MARC trains at any location, day or night. Prizes will be awarded in two categories, Black & White and Color. First Place in each will be $100 cash or a monthly MARC ticket; Second Place will be $50 or a weekly MARC ticket; and Third Place will be a "rail buff package" including two one-way MARC passes and a MARC T-shirt, hat and pin. Black & White entries should be 8"×10" glossy prints, while Color should be mounted slides. All entries become property of MARC and may be used for promotional purposed (with photographer's credit where possible). Contest closes June 30, 1986. Send entries to: MARC Photo Contest, State Railroad Administration, P.O. Box 8755, BWI Airport, MD 21240.

SOUTHERN PLAYS IT SAFE Southern Railway employees worked 33.5 million man-hours in 1985 with no on-duty accidental deaths. This is the first fatality-free year since the company was founded in 1894! The last job-related employee fatality was in June 1984, so the Southern is well on the way to two years in a row. Now that's the kind of record we like to hear about.

MARYLAND MIDLAND With its traffic well in the care of ex-N&W Geeps and ex-Milwaukee FP7s, the Maryland Midland is advertising for sale its three ex-LIRR RS3s ($35,000 for all three including spare parts) and four ex-BN SD24s ($95,000 for the set including a spare turbocharger). ∞

Bridge

by Greg Monroe



PHOTOGRAPHY GREG MONROE, EXCEPT AS NOTED

The two engines backed slowly onto the high trestle, twin plumes of white steam shooting skyward as they let loose long, simultaneous blasts on their whistles, the sound echoing down the valley as if to proclaim to all their joyous triumph. One hundred years ago, February 27, 1884, the first train had run over the newly-completed high bridge of the Georgetown Loop. And today, June 1, 1984, after a lapse of 45 years, trains were once again crossing the "Devil's Gate Viaduct" on the "Far Famed Georgetown Loop."

The Georgetown Loop, part of the railroad built in the 1870s and 1880s with the ambitious goal of penetrating the Continental Divide to form a transcontinental route through Denver, Colorado, and to tap the rich mining deposits of the Rocky Mountains, was hailed as an engineering marvel in its heyday. It gained fame far and wide for its daring construction and the breathtaking views from its high trestle.

The Loop, the scenic beauty and other attractions of the area were a Mecca for travelers, and a ride "Over the Loop" was a thrill of a lifetime for 19th Century tourists. Even after its abandonment and scrapping in 1939, the Georgetown Loop and its famous high bridge remained alive in fond

to fame

Recreating the Georgetown Loop.

memories and stories and in scores of wet plate and view-camera photographs taken by such renowned photographers as William H. Jackson, L.C. McClure and Richard Kindig. For the Georgetown Loop was not only an attraction in itself but an important part of the colorful history of Colorado. A history built, in large part, on the fabulous mining activity of the late 1800s and the romance and charm of the narrow gauge railroads built to serve the mountain boom towns.

The events which led to the construction of the Georgetown Loop were born in the 1860s, at a time when the discovery of gold along the banks of Cherry Creek at the eastern base of the Rocky Mountains in Colorado Territory in 1858 was adding impetus to the great American push westward. It was a time, too, of great excitement over the dream of the first transcontinental railroad linking the east with the west becoming a reality.

Following the 1858 find, prospectors and settlers were soon pouring into the Rockies, and the settlement that sprang up on the banks of Cherry Creek became known as Denver. Rich strikes in Clear Creek Canyon northwest of Denver (and due west of the present town of Golden, founded in 1859) soon led to the establishment of the Black Hawk/Central City mining district along the north fork of Clear Creek, an area that was known as the "Richest Square Mile on Earth!"

A few miles to the south, on a tributary of Clear Creek's south fork, another rich strike was made, and the mining camp that sprang up there became the town of Idaho Springs. By the early 1870s, Georgetown (twelve miles west of Idaho Springs) and Silver Plume, two miles further west, were producing vast amounts of rich silver, lead and gold ores. Georgetown would become known as "The Silver Queen of the Rockies."

Thirty five miles due southwest of the Georgetown/Silver Plume district, across the Great Divide, the fabulous Leadville (the "Silver King of the Rockies") boom was getting underway. And for the rest of the century, all across the Rockies, rich strikes were being made and new towns established: Breckenridge, Cripple Creek, Creede, Silverton, Telluride and others.

Soon to follow were the railroads, narrow gauge lines winding up the valleys and crossing mountain passes to tap the lucrative business of hauling men and supplies into the mining districts and the rich ores out. With the rapid influx of this traffic, Denver was fast becoming the major city and supply center of the Colorado Territory. But the business leaders knew that for their city to grow they would need the services of a railroad and were clamoring for the first transcontinental rail line to be built through Denver. The high ridge of the Continental Divide west of Denver, however, presented a formidable challenge, and although many explorations and surveys were done trying to find a rail route west from Denver, the Union Pacific Railroad, building the first transcontinental route, chose instead an easier path through southern Wyoming.

But Denver still believed their route was feasible, and it was this continuing effort to build a railroad through the Rockies west of Denver, coupled with the desire to exploit the profits of serving the mining districts, that led to the building of the Georgetown Loop.

In 1865, the Colorado & Clear Creek Railroad Company was founded to build west from Golden via Clear Creek Canyon to reach the Clear Creek mining districts. Although a narrow gauge railroad was more practical for mountain railroading, the founders of the C&C-CRR also had plans of making their railroad part of a transcontinental route. In 1868, renamed the Colorado Central and with Union Pacific backing, the railroad started construction of a standard gauge line between Golden and Denver to connect with other lines entering Denver from the north and east.

In 1871 emphasis was shifted back to serving the mining trade, and the Colorado Central began building a narrow gauge line from the Golden terminus of

THE NEW TRESTLE at Devil's Gate was completed in 1984; for views of the original structure see the July 1979 R&R. Today, the tourist trains begin their journey to Silver Plume by backing down under the bridge (below) from the Georgetown loading area.

AFTER BACKING about three train-lengths down from the Georgetown loading area, Shay 8 begins its climb to Silver Plume and in a few minutes will pass over the bridge.

its standard gauge line westward into Clear Creek Canyon. Trackage was completed into Black Hawk, 1¼ miles from Central City, by December 1872. After a few years' delay in further construction, tracks reached Georgetown in August 1877 and Central City in May 1878.

By the 1880s, freight and passenger business was booming on the Colorado Central. But the railroad's original founders still had visions of extending the line on through the Rockies, by building north past Central City to reach the UP at Larmie, Wyoming, and west from Georgetown to cross the Continental Divide. The UP, however, which had gained control of the CC in 1879, was not interested in backing any further construction as they already had a transcontinental route and preferred to use the Clear Creek line solely as a feeder.

Thus the CC never went past Central City, and construction was stopped at Georgetown, as building west past there through a rugged valley for the 2½ miles to Silver Plume was not economically feasible.

But now other factors which would lead to the starting of construction west from Georgetown entered the picture. Union Pacific, eyeing the profitable mining business in Colorado and gaining control of the Colorado Central for this purpose, had also purchased control of the Denver, South Park & Pacific Railroad in 1880, after the South Park line had built from Denver over Kenosha Pass and across the South Park region to reach the mining boomtown of Leadville. This route shared Denver & Rio Grande's line along the Arkansas River above the Royal Gorge from Buena Vista north into Leadville.

When the UP gained control of the South Park line, this joint trackage agreement with the Rio Grande, an arch rival of the UP's, began to turn sour, and the UP started searching for an alternate route into Leadville. Thus the UP management began forming plans to extend the Clear Creek line west from Georgetown and across the Divide into Leadville.

A new Leadville extension of the South Park line was planned that would head northwest from Como and exit the South Park region via 11,481-foot Boreas Pass to reach Dillon, on the way to Leadville. An extension of the Colorado Central would cross the Divide at 11,992-foot Loveland Pass west of Georgetown and join the South Park line near Dillon. The Georgetown-Silver Plume portion of this extension would require construction of the Georgetown Loop.

In 1881, the UP formed the Georgetown, Breckenridge & Leadville Railway to operate between Georgetown and Leadville, and it started construction of the long-awaited line west from Georgetown. To reach the Divide, however, the railroad first had to conquer the obstacle that had originally discouraged any extension of tracks past Georgetown: a rise in elevation of 638 feet in the 2½ miles between the two towns would require a climb along an average grade of 6%! To overcome this impossibility, UP engineers laid out a curving, 4½-mile route that looped over itself to climb both sides of the valley walls, crossing Clear Creek four times in less than a mile with a maximum grade of 3½%.

A 95-foot-high trestle was used to enable the track to loop across itself as it spanned the 295 feet between the valley walls at a place to become known as "Devil's Gate." The Devil's Gate Viaduct would be the high bridge of the

Georgetown Loop. Work was completed, and trains were running into Silver Plume by March 1884.

Within a month, tracks had extended past Silver Plume for four miles to Graymont (now Bakerville), just five miles from the foot of Loveland Pass. But then trackwork stopped, for the UP's other try for Leadville, the Boreas Pass route, was also completed in 1884, and the UP opted for this single route. With the Boreas Pass route in operation and the mining business beginning to decline, the UP did not feel it necessary to go to the expense of building over (or tunneling under) Loveland Pass. Other interests took up the idea of extending the line on over the pass, but nothing came of these ventures, and the little-used tracks between Silver Plume and Graymont were torn out in 1898.

But the Georgetown Loop remained and gained fame as a tourist excursion and an engineering marvel. At the height of the Loop's popularity, up to six daily passenger trains ran, in addition to trains carrying freight and mail business. The spindly-legged trestle was a favorite spot for 19th Century photographers to pose trains (usually for advertising purposes), and passenger trains would frequently stop so riders could walk out onto the high trestle. All-day excursion trains from Denver were popular in the summer, and even today, old time residents of Clear Creek County often can recall what a grand thrill riding "over the Loop" was.

It might be appropriate here to explain just why the Loop gained such fame. After all, there were in the 1880s and are now, many similar and even more spectacular railroad trestles that are not particularly famous. Even the Colorado Central used a similar trestle to gain the steep rise in elevation (over 500 feet in 1¼ miles) between Black Hawk and Central City. But it must be remembered that in the 1880s there was no TV, movies, automobiles or even a good system of roads. Nineteenth Century travelers had far less knowledge of distant wonders than do today's tourists, and they lacked the variety of transportation options. The Georgetown Loop was heavily advertised nationwide by the railroad, extolling its attractions and the scenic beauty to be enjoyed on a ride from Denver up Clear Creek Canyon.

In addition to the Loop itself, there were more attractions waiting for the fortunate traveler. Supplementing the Loop's popularity were the Sunrise Peak Aerial Railway (an aerial tramway) which ran straight up the mountainside 3300 feet above Silver Plume, and the Argentine Central Railroad (later named the Argentine & Gray's Peak Railway) which interchanged with the Clear Creek line at Silver Plume between 1905 and 1918.

The Argentine Central was originally built to serve the Argentine mining district (from the Latin word *Argentum*, meaning silver) high in the mountains above Georgetown. It climbed the side of Leavenworth Mountain above the Loop to the top of 14,032-foot Mt. McClellan at the crest of the Continental Divide and added fame to the Loop area by being the highest traction railroad in the country (and third highest in the world, after two in the Andes Mountains of South America). The Argentine Central used Shay engines exclusively to negotiate its grades of up to 6½%, climbing above the Loop on a series of switchbacks called the "Stairway to the Stars" and continuing on "above the clouds" to the summit of Mt. McClellan, as advertisements of the day proclaimed.

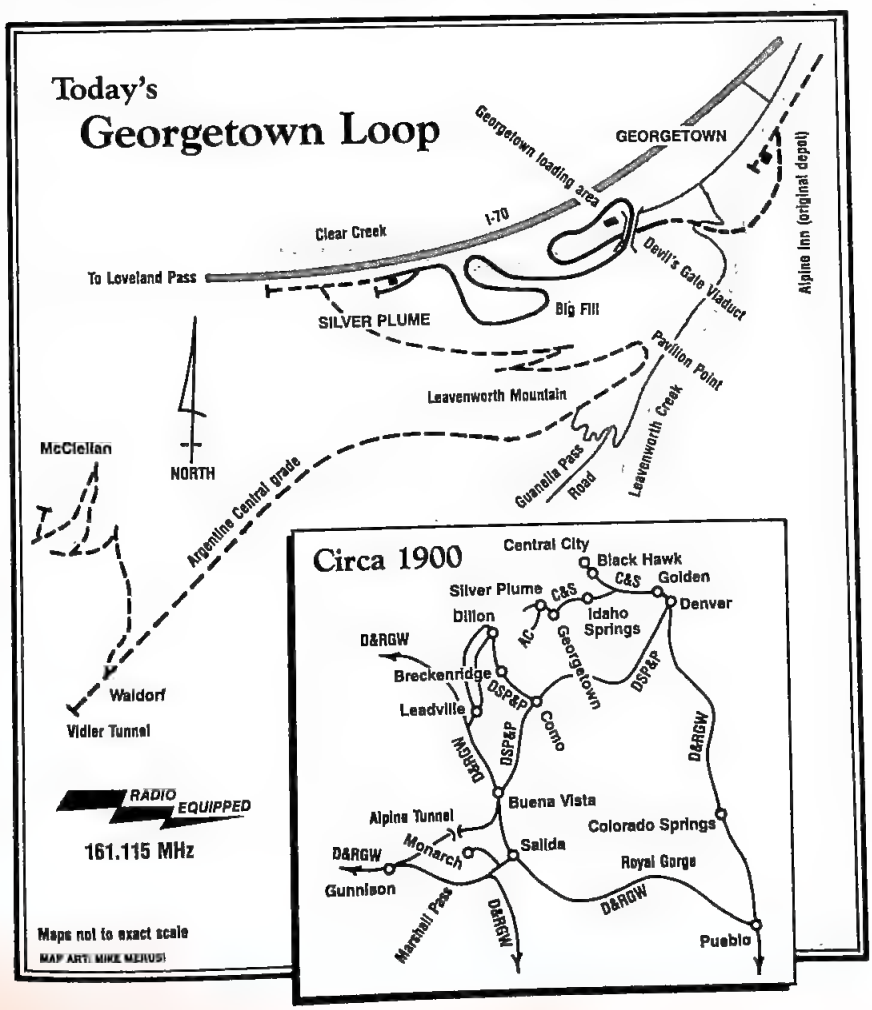
The Argentine Central, although built as a mining road, was quick to capitalize on the popularity of tourist travel and regularly promoted all-day excursions from Denver in conjunction with the Clear Creek line. They even used Stanley Steamers and gasoline-powered motorcars (similar to the Rio Grande Southern's use of "Galloping Goose" motorcars) in later years of operation. Thus such an attraction as the Loop could easily be the "thrill of a lifetime" for a tourist boarding a train in Denver to travel up Clear Creek Canyon to Silver Plume and on to Mt. McClellan.

But by the 1920s, the Loop and the entire Clear Creek line was in decline. By now it was owned by the Colorado & Southern, since in 1899 the entire UP system went into receivership and all the UP's Clear Creek and South Park lines had been bought by the C&S. Along with a steady loss of mining business since the boom days of the late 1800s, the coming of the automobile and more and better roads brought a decline in passenger and tourist traffic. No longer were travelers as dependent on the railroads for long distance travel, and tourists were turning away from the Loop, being free to travel to other attractions.

The railroad filed for abandonment in 1936, and all the Clear Creek and South Park lines were gone by 1941. The famous high bridge of the Georgetown Loop was dismantled in 1939 and sold for $450 to a local mining company for use as mine supports.

The Loop reborn

Thus the "Far Famed Georgetown Loop" was only a memory for over three decades. But in September 1973, the Colorado Historical Society started reconstruction, building new track



CONCRETE PIERS AND ABUTMENTS for the new bridge were in place in the summer of 1983, and the steel was up by September that same year. The first vehicle on the bridge was not a train but a semi trailer used for material storage (right) by the contractor.

along 2½ miles of the original grade from Silver Plume towards Georgetown, ending at the upper abutment of the high bridge. U.S. Navy Seabees laid the new trackage as a training maneuver.

Engine 44, a 1921 Baldwin 2-8-0, arrived in Silver Plume via truck on September 18, 1973. The outside-frame Consolidation had been built for the International Railways of Central America and was brought north in the 1960s to work on the tourist-hauling Colorado Central Narrow Gauge Railway in Central City, operating a small section of restored C&S trackage (since dismantled).

The Colorado Central was being operated by West Rail, Inc., headed up by President Lindsey Ashby, and they were picked by the Historical Society to operate the reconstructed Loop. Trains were hauling tourists over the "new" Loop by summer 1975.

Ironically, it was the automobile and the changing interests of tourists, which figured so prominently in the demise of the original Loop, that led to its rebuilding. As the traveling public used the automobile to explore new excitements during the early 1900s and turned away from the Loop, today many travelers, having driven far and wide on vacation adventures, are often looking for a simpler enjoyment. Each summer, carloads of tourists flock to the Georgetown/Silver Plume area—an easy day-trip out of Denver— to explore their 19th Century charm and to savor the mountain beauty, providing sufficient reason to operate the Loop as a tourist ride.

Over the next several years, the Loop acquired four more locomotives: No.40, a twin of the 44, was transferred from the Central City operation in 1977. Both the 40 and 44 originally worked bananna trains in El Salvador. In 1978, the Loop received its first Shay, No.8, a handsome 1922 3-trucker, from the famous West Side Lumber Co., in California. In 1981, 3-truck Shay No.14, built in 1916 as West Side Lumber's No.14 (and later Sierra Nevada Wood & Lumber and Hobart Estate Co. No.10) was transferred to the Loop when the Central City operation closed down. The final engine on the Loop's roster is No.15, a 1943 GE 47-ton, 380-h.p. centercab diesel, formerly of the Oahu Railroad in Hawaii and acquired from the Camino, Cable & Northern in California in 1974. West Rail, Inc., is also in the process of purchasing West Side Shay 12.

Although the Society planned from the start of reconstruction in 1973 to rebuild the high bridge and trackage around and under the trestle to complete the original loop, the project was held up due to lack of funds, estimated at $1/4 million in 1973. This problem was solved in May 1982 when the Society announced it had received a $1 million grant for the Loop project from the Boettcher Foundation in Denver, a charitable organization benefiting educational, health and community projects.

With the grant, plans were renewed for construction of the high trestle, and ground was broken May 2, 1983. Work began on the supporting piers in late May, and by August the trestle's 16 steel legs were set in place. The 30-foot cross sections were in position by September 25. Construction of a new parking lot and facilities for passenger loading at the Georgetown end were started, along with a building for ticket

sales, restrooms and a theater for the showing of a film about the Loop.

Work was suspended during most of the 1983-84 winter, but by Memorial Day 1984 tracklaying had commenced at both ends of the high bridge. Track gangs worked until dark on May 31st to complete trackage over the bridge for the first scheduled run over the new trestle, announced for 10:00 o'clock the following morning. But the word was out among the few present that the actual first run would be a test of the bridge at 7:00 a.m., prior to the "official" first run.

Sure enough, shortly before 8:00 o'clock on June 1st, railroad workers and officials and a few interested onlookers heard the long scream of steam whistles as the Loop's two Shays backed down from Silver Plume and

JIM BOYD

THE FIRST TRAIN over the new bridge was just before 8:00 a.m. on June 1, 1984, as Shays 14 and 8 backed across. The formal "First Run" was two hours later (left) with a gon and caboose—note the temporary railings knocked down earlier by the Shays. Viewed from the loading area, 2-8-0 40 is shown crossing the bridge (top right) on May 27, 1985.

around the balloon curve over the big fill up the valley on their way down to the historic crossing. Workers and officials climbed aboard Shays 8 and 14 as they backed, ever so slowly, out onto the trestle. It was the first train over the Devil's Gate Viaduct in 45 years!

Two hours later, with a much larger gathering of onlookers and news media, the first official train backed across the trestle. The two Shays powered a passenger-carrying gondola and a Rio Grande Western caboose.

Work continued on through June and July of 1984 for the official dedication on August 1st. Safety rails were added across the trestle, and other minor trackwork was completed. By June 9, passenger trains were backing out onto the bridge with a stop in the middle of the trestle for riders to experience the thrill of the view down the valley.

Tracklaying proceeded on downgrade from the trestle, along the original route to cross Clear Creek and loop back beneath the high bridge, completing the restoration of the trackage looping over itself. The parking lot near the base of the trestle was paved and a new footbridge over Clear Creek was built to facilitate passenger loading on the Georgetown end.

The trackage under the trestle, though not yet open for regular use, was sufficiently completed in time for the August 1 dedication. Colorado Governor Richard Lamm, officials of the Historical Society and others involved in the restoration formally dedicated the trestle in the new parking lot at 10:00 a.m. They then boarded the first of two trains waiting on the new section of track below the trestle to ride around the loop, over the new viaduct and on into Silver Plume. Adding to the excitement of the event was a sculpture by Denver artist Ron Garrison of several 25-foot strands of red, white and blue balloons tied to the tracks on the trestle.

As the first train of six full carloads of riders and the Governer and his wife, pulled by No.44, approached the lower end of the trestle, the fourth car, a converted cattle car, dereailed on the as-yet-unleveled tracks, causing a short delay and, no doubt, some embarrassment, but no injuries or damage. (A simlar derailment had occured at almost the exact same spot in 1907!) Leaving the last three cars and their disappointed passengers behind, the shortened train proceeded on across the trestle, cutting the ballons free and sending them aloft above the valley.

Work continued on preparing the new trackage for trains, but it was not completed by the end of the 1984 season on Labor Day. As a result, through the summer of 1984 trains backed onto the high trestle and stopped for a few minutes while a speaker system on the train gave information on the Loop and its history.

By the Memorial Day opening of the 1985 season, trackwork was sufficiently complete to allow trains to run all the way across the trestle and down to the

For the History Seeker

For those wishing to explore some of the history surrounding the Georgetown Loop, there is much to see. The original railroad grade past Silver Plume towards Bakerville is now a dirt frontage road, extending on past the west end of the yard for a short distance to a private residence. The old Argentine Central grade cuts off from this road and makes a nice hike as it climbs above the Loop. Rock slides and tree growth have left this grade impassable except for hikers, but it can be picked up on the other side of Leavenworth Mountain and driven by passenger car back to Pavillion Point, the site of a dance pavillion built by the Argentine Central (only a stone chimney stands now, but there is an excellent view of the Loop, Silver Plume and the Clear Creek Valley stretching towards the Continental Divide). You can also drive the six miles up to Waldorf, the site of a mining town served by the Argentine Central just below 13,207-foot Argentine Pass. The road constructed over Argentine Pass in 1871 (now impassable except on foot) is the highest road ever built in the United States. The Vidler Tunnel, near Argentine Pass, was at one time envisioned as a railroad tunnel to penetrate the Divide. There was talk a few years ago of rebuilding the Argentine Central grade up to Mt. McClellan, but nothing more has been heard of this plan.

Although today's Loop uses locomotives brought in from elsewhere, there is some "native" motive power displayed nearby. C&S 2-8-0 71, an 1896 Baldwin, is preserved in Central City, and C&S 60, an 1886 Rhode Island 2-8-0, is on display along with C&S passenger coach 70 on an original section of C&S trackage near downtown Idaho Springs. An interesting little 20-foot four-wheel caboose, C&S 1006, is on display in a town park in Silver Plume.

Traces of the Gilpin Tram above Central City, a two-foot rail line which hauled ore down from the mountain to Central City to interchange with the C&S at Black Hawk, can be found. This line, which used Shays, also ran passenger excursions in addition to hauling ore.

There are traces of C&S railroad grade to be found all along the Clear Creek Valley and along Highway 6 in Clear Creek Canyon west of Golden. The Alpine Inn in Georgetown was originally the Georgetown station. Occassionally, when snowplows clear the dirt road just east of the Inn, they will scrape down to reveal the original ties, still in place just under the road's surface. Also, many of the original ties on the Loop are still lying under the surface of the present trackage.

The third bridge west of Georgetown, a converted turntable, is believed to be the same structure used on the original Loop. It was found in a vacant field in Denver and moved back to resume its service on today's Loop.

Both the UP and the C&S, original owners of the Loop, have played a role in its reconstruction. The UP, as in the first construction in the 1870s, provided financial help in the planning of the 1973 reconstruction and supplied 2½ miles of 70-lb. rail. The C&S provided the pin truss bridge, the fourth bridge west of Georgetown, as well as other items in the reconstruction.

Guy wires were originally used to stabilize the original Loop trestle, and large steel anchors for these wires can be found today, imbedded in rock near the trestle site. Aside from the high trestle, today's trackage has several interesting features. Near the Silver Plume end of the valley, a large fill was created to allow the tracks to climb into Silver Plume on a 30-degree horseshoe curve. Just below this "Big Fill" the tracks cross Clear Creek twice and traverse a sharp, 28-degree curve through a cut lined with stone work. There are a total of 3½ complete circles of trackage in the 4½ track miles between Georgetown and Silver Plume.

There is talk of extending the railroad along the original grade down into Geogetown, and the running of two trains is a possibility. Trains presently back down the hill, and there have been no problems with this type of operation. Run-around tracks are in place, but there are no plans at this time to run the engine around the train and having it lead tender-first for the downhill move. Although there are two turntables on the property, there are no immediate plans to install and utilize them for turning the engines—GREG MONROE.

passenger loading platform. By late July, all trackwork was complete, and trains were backing under the trestle, completing the entire loop trip.

But the reconstruction of the Loop has not been without controversy. And, similarly, the original Georgetown Loop had caused some public criticism. In 1882, while construction of the original Loop was underway, the *Georgetown Courier* commented on the questionable wisdom of building the extension west of Georgetown into the rugged valley to reach Silver Plume. Another railroad, the Burlington, had announced plans to possibly build from Denver to Leadville through Georgetown, and the *Courier* speculated that a much better route between Georgetown and Silver Plume would be to simply head back east from Georgetown and swing around and climb the north wall of the Clear Creek Valley into Silver Plume (the approximate route of today's I-70). This route, though some two miles longer than the Loop route, would present a steady grade of only 2%, with no curves or slow speed limits (trains on the high trestle were limited to 4 m.p.h.).

Currently, the loop reconstruction and future plans have also inspired criticism. Silver Plume residents were opposed to the first reconstruction effort in 1973, citing the congestion, noise and other problems associated with tourists coming into Silver Plume to board the train. And now proposed plans to extend the line into Georgetown have brought protests from residents wanting to preserve the serenity of their community.

Comparisions

Although the Historical Society has rebuilt the Loop to be as close as possible to the original operation, there are some interesting differences. Unlike the two other narrow gauge lines operating in Colorado (the Durango & Silverton Narrow Gauge and the Cumbres & Toltec Scenic) which have been in pretty much continuous operation with original equipment since their construction in the late 1800s, the dismantling of the Loop and scrapping of most of its engines and equipment has necessitated the Society to acquire what equipment was available. As a result, the engines now in use never ran over the original Loop or, for that matter, anywhere in Colorado, except for brief service on the reconstructed Central City trackage.

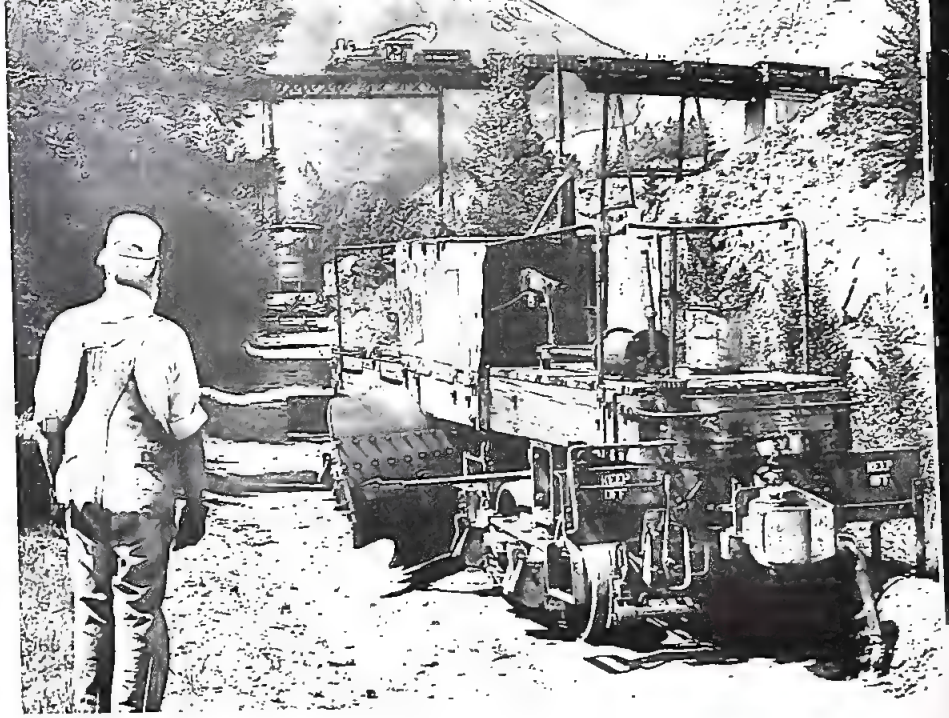
Engines used on the old Clear Creek line ranged from three 0-4-0s to a variety of 0-6-0s, 2-6-0s and 2-8-0s from Porter, Brooks, Cooke, Rhode Island and Baldwin, plus a lone Dawson & Baily. The newest engines to operate on any of the Clear Creek trackage were built in the late 1880s and 1890s, and the two Baldwins now in use are more modern by comparision. In addition, Shays

never operated over the Loop, although two-truck Shays were used on the Argentine Central. All original engines were coal burners, except for C&S No.70, an 1890 Brooks 2-8-0 which was converted to oil in 1931 as an experiment in reducing fuel costs. By contrast, all four of the current steam engines burn oil.

Today's engines carry the names of three different railroads reflecting the Loop's heritage. Number 44's tender is lettered GEORGETOWN LOOP RY, while 14 carries the name GEORGETOWN LOOP RAILROAD. No.40 has the initials GB&LRY on its tender, for the Georgetown, Breckenridge & Leadville Railway, originally formed by the UP to operate west of Georgetown. Shay 8 carries the name ARGENTINE & GRAY'S PEAK, after the connecting railroad which carried tourists to the top of Mt. McClellan.

The new bridge closely resembles the original, but the original piers and abutments, built out of native Silver Plume granite, have been replaced with reinforced concrete—though they are scheduled to receive a granite facing to present an original appearance. In addition, the original trestle legs, of 8-inch iron, have been replaced with 12 and 14-inch steel legs to meet the modern safety requirements, but they present an authentic appearance. The tension rods, necessary on the original bridge for support, are for appearance as much as strength; the new steel legs are probably sufficient to support the trestle by themselves.

The depot used as a ticket office and passenger terminal in Silver Plume is the original, although it was moved 500 feet from its original location due to the construction of I-70. A utilitarian new shop building just east of the depot should be ready for service for the 1986 season. Although they have two turntables on hand, there are no plans to install them in the immediate future.



A RIO GRANDE spreader, being used for track work, "got away" and ended up about 30 yards off the end of track and had to be retrieved by diesel 15 with a cable.

The Loop boasts an impressive collection of narrow gauge cars and equipment stored in the Silver Plume yard and on three sidings along the line. Both currently in use and in storage are 44 narrow gauge cattle cars, boxcars, flats, gondolas, tank cars and coaches, plus a spreader and caboose. Included in the equipment is a Colorado Central crew car, a Gramps tank car and a beautiful D&RG refrigerator car. Two of the tank cars are used for fuel oil storage. Most of this equipment was obtained from the Rio Grande's narrow gauge lines.

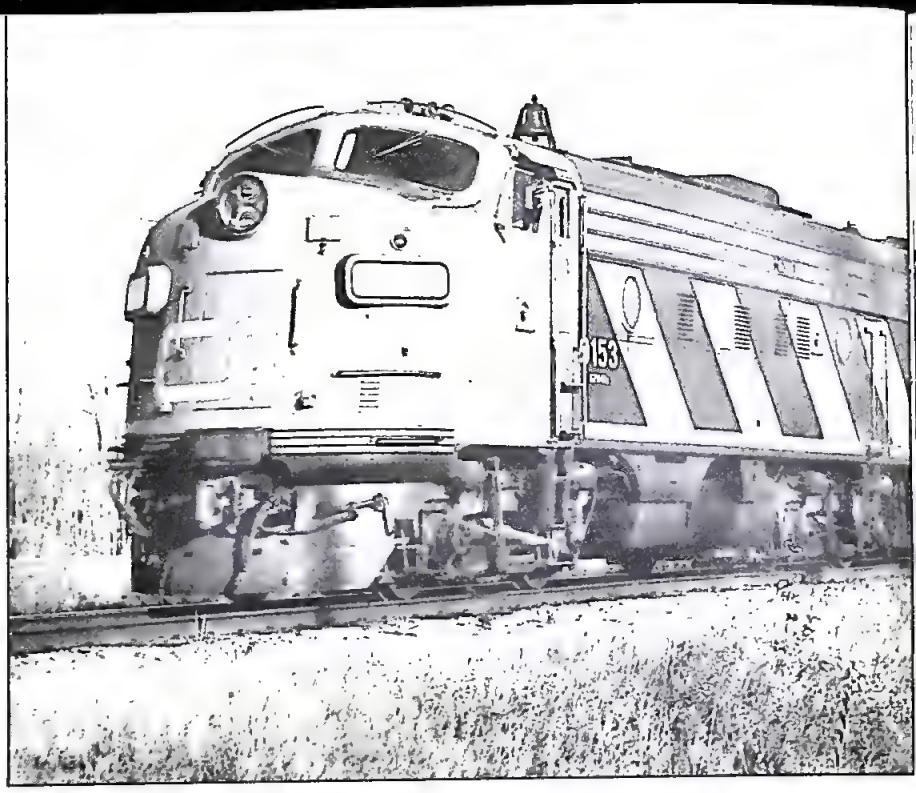
The Georgetown Loop is a splendid example of history recaptured. Its route is as authentic and spectacular as the one which gained fame in the 19th Century, and the motive power, while not original, is appropriate and tastefully maintained. But the railroad's ultimate success will probably be its ease of access from Denver. The automobile and highway that killed the original will permit the survival of its successor as the only significant piece of operating narrow gauge railroad that can be enjoyed in a day-trip out of Denver. The Far Famed Georgetown Loop is again living up to its name.

J.M. BOYD

IT'S ALL WORK as oil-fired 2-8-0 40 claws its way upgrade, and the sound is truly impressive. Some old mining equipment is visible (**right**) alongside the track.

Their last grain rush?

by Les Kozma and Charles Bohi



Just as some of the last redoubts of steam were found in the prairie provinces of Canada in the late 1950s, today the last significant fleet of F7s is assigned to CN lines in western Canada.

Making the decision to dieselize later than most U.S. carriers, CNR skipped the FT entirely and made its first purchase of mass-produced road diesels in 1948 when it bought two A-B-A sets of F3s from EMD. At the same time, CNR's stateside subsidiary Grand Trunk Western purchased 22 F3As. CNR then sampled Montreal's Alco-designed products in 1950 with eight FA1s.

Apparently convinced by these units that diesels were truly the wave of the future, in the next three years (1950-53) CNR acquired for freight service 25 FA2s and 15 FB2s from MLW and 58 F7As and 18 F7Bs from GMD in London, Ont., along with 23 Fairbanks-Morse CFA16-4s and three CFB16-4s from Kingston. (This tally does not include the numerous F, FA and FM units acquired by CNR for passenger service.)

By the late 1960s these early cab/booster units were reaching the end of their service lives and were being retired as they required major work. By 1971 the FAs, FBs, FMs and 30 of the Fs were gone. However, in 1972 CNR deferred further scrapping of the Fs and decided to inexpensively expand its road locomotive fleet by rebuilding 30 cabs and ten boosters. Candidates for rebuilding were selected from the scrap line, and as active units came up for shopping, they were incorporated into the scheme. Also included was the GTW's sole remaining F3A, 9013, which was purchased by CNR in 1972.

The rebuilding of these units at Transcona Shop (Winnipeg) entailed complete reconstruction from the trucks up, resulting in locomotives that were virtually new. All design work was handled in-house by CNR. The 1500-h.p. 16-567B prime movers were rebuilt and upgraded to 1750 h.p., and the units received D47B traction motors (GP18/GP20 standard) which were geared for 65 m.p.h. Electrical components were renewed entirely using state-of-the-art technology. While some of the original units had dynamic brakes, this feature was not incorporated into the rebuilds. A 24-RL air brake system was also retrofitted. Other improvements included installation of larger gauges for easier readability, standard whistle handles in lieu of cords and remote control steam generator panels for use in passenger service. To increase crew comfort, sound attenuation material was installed in the cab walls and floors to reduce noise levels, new seats were put in and thermal insulation was added. Finally, the units received a new paint scheme and were renumbered into the 9150 series. The

ED SHAW

Curtain Call for CN's Covered Wagons

F.D. SHAW

remaining unrebuilt F-units (one F3A and F3B and two F7As) were retired in 1975.

Assigned primarily to diesel shops at Symington Yard in Winnipeg and Calder Yard in Edmonton, the rebuilt Fs served the CNR in several capacities. Though commonly found on pre-VIA passenger trains to Churchill, Thompson and Prince Rupert, most of the Fs earned their keep by pulling freight on secondary main lines and branches between Winnipeg and the Rockies. However, two (9178 and 9179) were given modified air intakes and sent to the Southwestern Ontario Region for snowplow duty, and others could be found in transfer service at Edmonton.

Even more intriguing, in the early 1980s the cabs could be seen on the Northern Alberta Railway. Though that small company never owned a cab unit, after it was taken over by CNR on January 1, 1981, power for its lines was drawn from CNR pools. While the most interesting assignment on the former NAR was the A-A set that regularly pulled the "Muskeg Mixed" between Edmonton and Waterways (Ft. McMurray), they also often ran as far as McLennan on the Slave Lake Sub.

The Fs today

While the GMD cabs put on a great show for part of 1985, their days in service appear to be numbered for several reasons. The first is, of course, age. All are more than 30 years old, and the last rebuild took place in 1974. Secondly, while the crews like the good forward visibility and the warm cabs they offer in the winter, the fact remains that these diesels were not designed for switching or local service. Thirdly, like the steamers that were kept out of service by the recession of 1958, the cab units are presently standby power dependent on traffic surges to see action.

This reality was brought home in 1985 when the poor wheat crop helped drive the units into storage lines at Dunvegan Yard in Edmonton and Symington Yard at Winnipeg. Though they were stored serviceable and available on 24 hours notice, continued purchases of SD50s allowed more GP38s and GP9s to be assigned to branch lines. Moreover, even those F-units that survive are being rebuilt in a way that alters their appearance considerably.

Perhaps because they were not especially suited to the secondary tasks to which they were usually assigned, in 1983-84 the CN converted nine A-units into "A-B units,"—called "cabless cabs" by some. During these conversions, sheetmetal covering was installed over cab windows, number boards, classification lights and the inside of some radiator vents. All controls were stripped from the cabs—not even a hostler's stand was left—making

THE UNREBUILT 9132 was in vintage CNR colors at Giscome, B.C., in August 1973; this unit became the 9175. The 9153 and a pair of Geeps (top) were working a freight on the Blackfoot Subdivision near Payton, Sask., on October 3, 1980. The 9176 was on No.9, the *Skeena*, at Jasper, Alta., (left) bound for Prince Rupert in August 1980.

CHARLES BOHI

LYNNETTE BOKI

THE CLASSIC DEPOTS are disappearing from the prairies. An F/Geep/F set was passing the boarded-up depot at Delmas, Sask., in February 1981. The CN also "boarded-up" some F7s to make F7ABu boosters such as the 9107 (below) at Edmonton in mid-1980.

these units totally dependent on other locomotives for movement. For ballast, retired axles were mounted, six in the rear and seven in the front compartment. In addition, the number of sanding pipes was reduced. These neutered units were again renumbered, this time into the low 9100s. The resulting units can not, obviously, lead trains and are, in the authors' opinion, not nearly as interesting as their unmodified brethren.

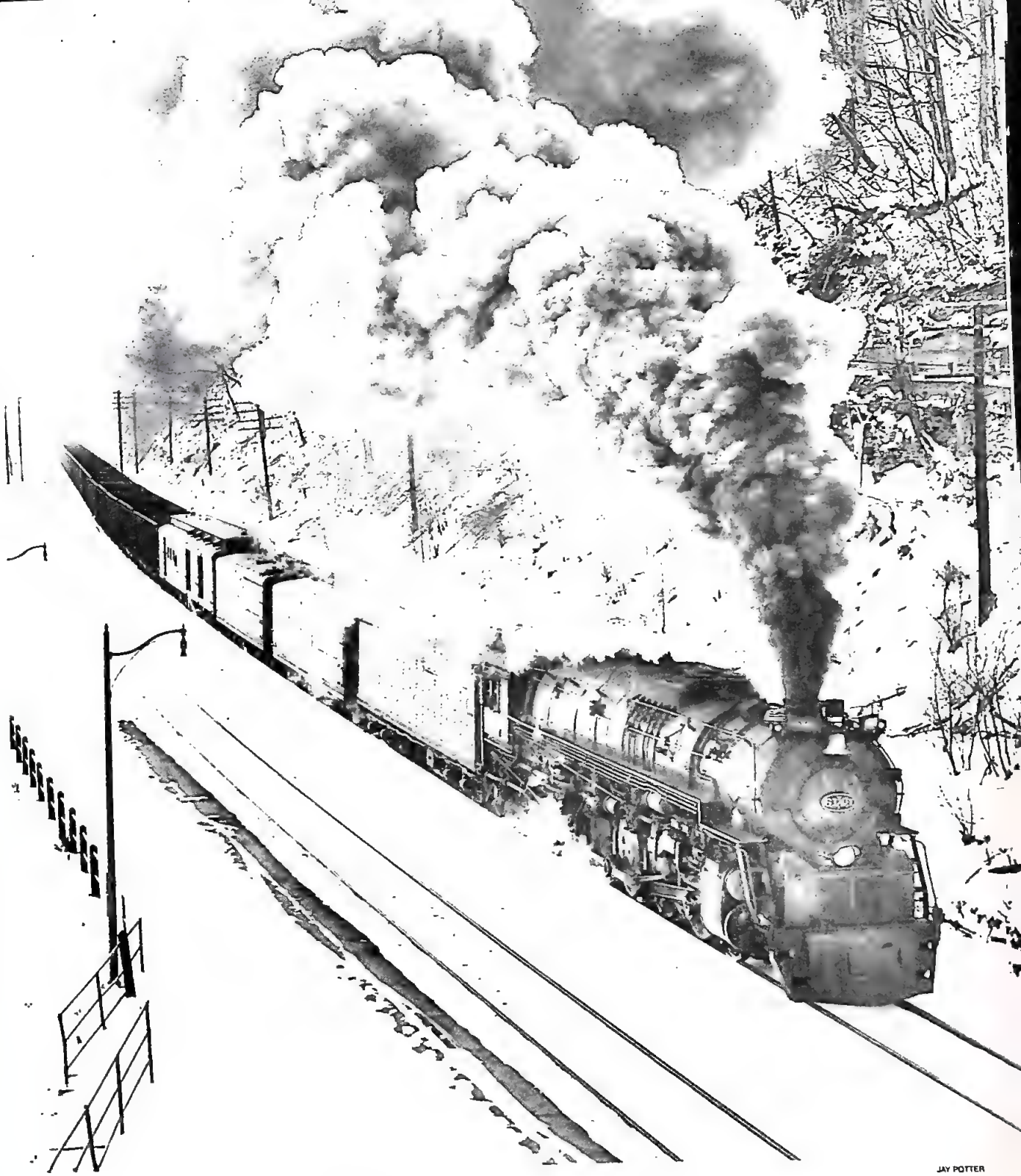
All of these factors make it difficult to predict when and where the F-units will run again or when they can be found on the head end of freights. Although they were in storage in January 1986, a month later they were reactivated and sent east. In mid-March, F-units were reported active in freight service at The Pas, Man.; London, Stratford, Sarnia, Ft. Erie and Hornepayne, Ontario. One of the B-units was reported as far east as Campbellton, New Brunswick! Five Fs were on a "long term" lease to VIA for use on the Hudson Bay trains to Churchill and Thompson, Man., and two were on "short term" lease to VIA for use between Winnipeg and Hornepayne. It is anybody's guess where and when these units will be used next, and CNR motive power people say their assignments are on a day-by-day basis as long as the present motive power shortage continues.

They are assigned to trains by the Power Control Centre in Montreal, and an educated guess would suggest that summer use of these units will be in the prairie West to assist with the grain movement. In that vast area, it appears that the most likely place to find the F7s will be on the branch lines radiating out of Winnipeg and Edmonton and along the secondary main line from Saskatoon to Edmonton via North Battleford. This old Canadian Northern line, built by CNR's most important predecessor in the West, offers many fine photo possibilities.

Running through a scenic rural setting replete with broad valleys, fields of crops and numerous elevators to work into photos, this line is for the most part paralleled by excellent highways that make chasing easy. Besides the landscape and elevators, old depots at Maidstone, Sask., and Lloydminster, Vegreville and Ft. Saskatchewan, Alta., make interesting locations for photos. In addition, three major bridges over the North Saskatchewan River (Borden and North Battleford, Sask., and Ft. Saskatchewan, Alta.) are accessible and offer excellent photo opportunities. Note however, that the depot and bridge at Ft. Saskatchewan will be abandoned in 1987 upon completion of a new bypass around that community.

The best time of the year to catch the Fs on the road will probably be in July, when the end of the Canadian Wheat Board's "crop year" makes grain traffic particularly heavy. A scanner comes in handy for getting specific knowledge about what is running where on any given day. (The CN uses 161.025 as road channel and 160.935 for branch lines and dispatcher; 161.415 is used for engine-caboose communication. System-wide, they usually put out lineups on the radio at 0800 and 1300 hours daily, but these go out on MofW channels that can change from day to day.) Canadian National employees have a well-deserved reputation for cooperating, within the limits of time, with responsible railfans. If the present power shortage continues and there is a good traffic surge this summer, it may be again possible to see a classic A-B-A combination in western Canada's grain country.

LES KOZMA



JAY POTTER

GRAND PRIZE winner in the Black & White category was Jay Potter's classic action view of the 614T westbound approaching the Charleston, W.Va. passenger station with a train of empty hoppers on January 24, 1985. See page 60 for details about the judging.

The 614T Photo Contest

Photo Line

JAY WILLIAMS

Contest Winners

COLOR

Grand Prize: Bob Hart, Jr.
Action, 1st Place: Roger Puta
Action, 2nd Place: Bob Moore
Action, Honorable Mention:
Al Chesnick
Walt Grosselfinger
John S. Murray III
Roger Puta
Bruce Saylor
Night, 1st Place: Bob Hart, Jr.
Night, 2nd Place: Doug Koontz
Night, Honorable Mention:
Doug Koontz
Alex Mayes
Roger Puta
John Sistrunk
Jay Williams

BLACK & WHITE

Grand Prize: Jay Potter
Action, 1st Place: Jay Williams
Action, 2nd Place: James C. Martin
Action, Honorable Mention:
Michael Fleming
Alex Mayes
Howard Pincus
Howard Pincus
Jay Williams
Night, 1st Place: Howard Pincus
Night, 2nd Place: John L. Mathis
Night, Honorable Mention:
Todd Hanger
John Mathis
Alex Mayes
Howard Pincus
Jay Williams

BLACK & WHITE ACTION First Place went to Jay Williams' shot (below) of 614T striding through Marmet, W.Va., on January 8, 1985. Second Place went to James Martin's artistic view of the 614T (far right bottom) approaching Sandstone on January 26. Ross Rowland's triumphant departure from Thurmond (above) on January 4 won Jay Williams an Honorable Mention.

Photo Line

JOHN L. MATHIS

SECOND PLACE in Black & White Night went to John Mathis for his stark image of the 614T at the Hinton turntable on January 25. See page 67 for a selection of some of the color winners.

JAY WILLIAMS

JAMES C. MARTIN

by Donald R. Kaplan

and Richard Mitchell

PHOTOGRAPHY DON KAPLAN

With the impending megamerger of the Atchison, Topeka & Santa Fe Railway and Southern Pacific Transportation Company there will be significant changes in routes and operating procedures. Because the major competitive concerns of today's railroads are intermodal (rail versus trucks, etc.) rather than intramodal (rail versus rail), such mergers are aimed at producing slimmed-down rail systems that can effectively meet the non-rail competition.

Santa Fe and SP in central and southern California represent the classic example of intramodal rail competition that originated in the 19th century. Historically, SP was the first on the scene and established a transportation monopoly soon after completing its rail line through the Central Valley in 1874. In an effort to break SP's stranglehold, independent interests, particularly in the San Francisco area, helped organize the San Francisco & San Joaquin Valley Railway (SF&SJV) in 1895. The line originated in Stockton and was built south down the San Joaquin Valley as far as Bakersfield in 1898, where it ultimately connected with the SP at Kern Junction. Originally, it was intended that transport to the San Francisco Bay Area would be by ship via the San Joaquin and Sacramento Rivers from the Port of Stockton. However, in December 1898 the SF&SJV was bought by the Santa Fe, which planned to construct its own rail line into the Bay Area. The Santa Fe reached Oakland in 1904, and ever since then they and the SP have been major competitors in the Golden State.

Despite that competition, there have been small but progressive signs of intergration that foreshadowed today's amalgamation. For example, in addition to sharing trackage over the Techachapis, in May 1979 the Santa Fe abandoned its cumbersome ten miles of backyard and street trackage from Richmond to Oakland in favor of trackage rights on the double-tracked, high speed main of the neighboring SP.

When permission for the merger is obtained from the ICC, the Santa Fe and SP will undoubtedly abandon more facilities as their physical plants are rationalized. While the actual changes in right-of-way continue to be the subject of speculation, a prime target for abandonment may be the Santa Fe's route through Franklin Canyon in the East Bay hills. In contrast to the SP's relatively gradeless, double-tracked sea-level traverse of the inner Coast Range, the Santa Fe's single-tracked line runs inland through rugged terrain and has grades, three tunnels and a major viaduct. Furthermore, through the years the Santa Fe route has been the victim of landslides and flooding. Thus it's no surprise that this route would be a prime target for elimination after the merger. And yet for all of its physical problems, Santa Fe's Franklin Canyon line is one of the most, if not *the* most attractive rail route into the Bay Area.

Santa Fe in Northern California

Santa Fe emphasizes intermodal transport, and today some 75%-80% of its traffic into and out of the San Francisco area consists of either truck trailers on flatcars (TOFC) or containers on flatcars (COFC). The remaining 20%-25% consists of merchandise and commodity traffic carried in conventional freight cars. The emphasis on intermodal traffic has produced obvious efficiencies in operation for Santa Fe, including less need for switching at terminals and the ability to serve remote shippers without having to construct either branches or spurs. Part of the Santa Fe's major terminal in Richmond, at the northeast end of the Bay Area, has come to look less like a conventional railroad yard and more like a truck facility. The intermodal Tracks 160-163 at its south end are set in pavement, and there are large overhead

SANTA FE to the BAY

The AT&SF from Bakersfield to San Francisco.

cranes to load and unload trailers and containers.

Approximately one-third of the Santa Fe's intermodal traffic is "land bridge" trains carrying cargo containers from ocean-going vessels to their inland destinations. Most of the containers arrive at the Port of Oakland and are delivered by truck to Richmond for loading on flatcars. If the containers are too large to be transported by truck through city streets, they are carried by rail from the Port by the Oakland Switch Run dispatched from Richmond. Rail transit today, however, accounts for only about 5% of the containers delivered.

Trucks also deliver perishables from points as far south as the Salinas Valley to Richmond for shipment over the Santa Fe. Since perishables are handled in refrigerated trailers from their point of harvest and packing, there is little risk of loss in transhipment. For this reason, Santa Fe is reducing its fleet of refrigerated boxcars.

The non-piggyback freight traffic is picked up from industries in Oakland, interchanges with the SP and Alameda Belt Line and a couple of industries along the Franklin Canyon route. Daily except Saturday, Santa Fe dispatches a local switch job called the Richmond Road Switcher to service these various industries and interchanges. In addition, approximately three times a month the Santa Fe receives a unit oil train from Utah via the Union Pacific (WP) interchange at Stockton. The oil train has 70 tank cars and carries crude oil destined for the Standard Oil Refinery in Richmond. Oil train empties may be returned to Stockton on any one of the eastbound local freights dispatched out of Richmond each day, or via a special train called the "Mormon Turn."

East from the Bay Area

Santa Fe rails that reach the Bay Area are part of the Valley Division of the Coast Lines. The Valley Division extends from Barstow (on the Mojave Subdivision) north and west across the Tehachapis via trackage rights over the SP to Kern Junction at Bakersfield. The First Subdivision extends from Bakersfield to Calwa Yard in Fresno, and the Second Subdivision goes from there to the Bull switch at Richmond. (Subdivisions were formerly referred to as "Districts.") Mileposts on the Valley Division are numbered from east to west, with Barstow M.P. 745.9 and Richmond M.P. 1189.6 (M.P. 1.0 for the western lines is at Albuquerque, N.M.). As expected, all signals and structures are numbered in the same east-west sequence, with the easternmost tunnel on the Franklin Canyon route being No. 1 and the westernmost No. 3.

Beginning at its principal yard and intermodal terminal at Garrard Boulevard and Standard Avenue in Richmond, the Santa Fe heads north-northeast two to three miles inland from the shore of San Pablo Bay. Approximately three-quarters of a mile north, it crosses over the SP's main line that has come up from the southeast and parallels the AT&SF a couple of blocks to the west. Both lines then take a more northerly course through the urban-industrial and semi-residential communities of North Richmond and San Pablo. At M.P. 1186, Santa Fe track passes the entrance of the posh Richmond Golf and Country Club and turns easterly as it swings past the entrance of the Point Pinole Regional Shoreline Park. Here the SP and Santa Fe main lines take parallel easterly courses, but the SP route heads directly to the shore of San Pablo Bay for the sea-level route it will follow all the way east to Martinez. By contrast, AT&SF takes a higher route about a quarter to half mile inland. As they pass through Pinole, Santa Fe's tracks are elevated on a bluff overlooking the SP. Approaching Pinole station east of the Tennent Avenue overpass, the Santa Fe diverges from the SP for the last time.

Up to this point the Santa Fe has followed an undulating profile with grades as steep as 1%. The deep cut at M.P. 1181.27, just east of Pinole station, indicates that it is entering more rugged foothill terrain, however. From M.P. 1180.5, just west of Refuglo Creek, at an elevation of 45 feet, the pulling gets serious as the rails begin the nearly continuous 1% grade all the way to the 329-foot summit of the inner Coast Range.

PIGGYBACKER 589 from Houston is howling up Franklin Canyon past Milepost 1180 at Hercules, Cal., on September 1, 1985. That same train on December 8, 1985, (left) is framed in short Tunnel No.2 as C30-7 8100 leads it across Alhambra Viaduct at Martinez.

SANTA FE to the BAY

Ducking under Interstate Highway 80 at M.P. 1180.4, the Santa Fe begins its long winding course into Franklin Canyon. After crossing over the John Muir Parkway (California Highway 4) at west end of Collier siding, the track turns north away from Highway 4 and bends around the Union Chemical Plant, one of the two major industries served by the Santa Fe in the canyon area. The other is Asbury Graphite, located about a half-mile further east.

The west end of Franklin Canyon consists of low rolling hills, and the rails hug its northern rim as they twist and turn along a predominantly eastward course. Opposite the Franklin Canyon Golf Course, the track curves south, crosses Highway 4 on a girder bridge at the west end of Christie siding and swings back east around the hillside. It is in this central part that the hills of the Coast Range reach their greatest height and form a major barrier to passage at a reasonable grade. A half-mile east of Christie siding the track bores through the backbone of the Coast Range with the 5,595.6-foot Franklin Tunnel (No. 3). The 329-foot summit of the route is reached halfway through the tunnel at M.P. 1174.2. After ascending a .2% grade to the crest, the rails dip down a .8% grade that they will descend all the way to sea level in the Suisun Bay area to the east.

Interestingly, traffic through Franklin Tunnel was originally controlled by a primitive staff-type system. Train crews had to pick up a staff at a telephone booth near either entrance of the tunnel and replace it at the booth of the exiting portal in order to have clearance over this section of track. You can still see these staff booths at both the Christie (west) and the Glen Frazer (east) portals.

Exiting the east portal, the track makes a reverse curve and passes Glen Frazer siding in the depth of Franklin Canyon. The rails then continue their relatively steady 1% descent, winding down along the southern edge of the narrow canyon. Scattered through the hills are homes and pastures, and the oak-chapparal vegetation makes this eastern part of the canyon especially picturesque.

Descent of the parallel Franklin Canyon Road is faster than that of the Santa Fe, so in this eastern end the rails are perched high on a ledge above the road. It is in this area that the most significant landslides have occurred, and two of the deeper cuts at M.P. 1171.5 and 1171.3 are equipped with slide detector fences. At M.P. 1171.1 the tracks pass through the short (299.9-foot) tunnel No. 2 and then come out directly onto the impressive 1680-foot-long, 75-foot-high Alhambra Viaduct that spans the Alhambra Valley in the southern end of Martinez.

At the east end of the viaduct the track curves northeast past the site of the former Muir siding, named for the famous explorer-naturalist John Muir whose home, within sight of the viaduct, is preserved as an historic landmark. From Muir the tracks enter the 1,229.9-foot tunnel No. 1, the easternmost tunnel on the Santa Fe system in California. After emerging from the east portal and the Arnold Drive overpass near the Veteran's Hospital, the Santa Fe's tracks continue their 1% descent through the remaining low rolling foothills of the Coast Range until they come to sea level just west of Maltby siding. As they continue their east-northeast route, at Port Chicago they come abreast of the SP's Mococo line to Tracy. Here a connecting track links the two railroads. At Port Chicago Amtrak's Valley passenger trains (the *San Joaquins*) out of Oakland on the SP switch to Santa Fe rails for the remainder of their trips to Bakersfield.

From Port Chicago the AT&SF heads east to southeast through the communities along the southern shores of Suisun Bay and the Sacramento and San Joaquin Rivers in the easternmost limits of the greater Bay Area. The cities of West Pittsburg, Pittsburg and Antioch are not only major residential centers but also important ports and sites of industrial activity including electric power generation, paper making and chemical and steel manufacturing. Both the SP and Santa Fe have switching districts to serve the industries in this area, and AT&SF dispatches two Pittsburg Road Switcher jobs to handle those industries six days a week. Pitts-

THE SANTA FE climbs above the SP along San Pablo Bay at Pinole; that's freight 928. A 918 train for L.A. exits Franklin Tunnel behind SD45 5396 (below), passing the old staff booth. The engine facility is in the center (opposite below) of this view of the Richmond terminal. All these photos were made in early December 1985.

burg station is the center of Santa Fe's activity, with a yard and a connecting track with the SP's Mococo line to the south.

Incidentally, Santa Fe through downtown Antioch is particularly attractive. The rails run right along the south shore of the San Joaquin River for about a mile and cross an impressive 980-foot-long causeway bridge just east of Amtrak's riverfront stop. Just east of there, in the vicinity of Sando siding, the rails veer away from the shore and pass through a more industrial sector as they head east-southeast through the Delta Region.

Into the Central Valley

From Antioch east to Stockton in the Central Valley, Santa Fe Second Subdivision runs through the Delta Region of central California, the flat floodplain of the San Joaquin River where the various tributaries fan out and form a complex web of intersecting waterways. Because of the richness of its natural irrigation, this region is significant agriculturally and is also great for recreational boating and fishing. In its eastward course, the Santa Fe has to cross the streams that lace the Delta Region, and its bridges range from significant structures over the major waterways to short, wooden trestles spanning seasonally-wet stream beds. For example, the Santa Fe crosses the Old River at Orwood (M.P. 1136.3), the Middle River west of Trull (M.P. 1134.7) and the San Joaquin River on the west side of Stockton (M.P. 1123.9) on impressive, bascule-type semi-truss lift bridges. Each bridge is equipped with a tower to control span position to accomodate the abundant water traffic plying this area.

Stockton (population 150,000) is the major city at the north end of the San Joaquin Valley and an important inland port for shipping in the Central Valley and to the Bay Area. Because of its strategic location at the intersection of north-south and east-west rail routes, it serves as a transportation funnel in this agricultural region. Reflecting this significance, the Santa Fe has Mormon Yard, a major freight classification facility, on Stockton's east side. At Stockton Tower, just west of Mormon Yard and east of Aurora Street, the Santa Fe crosses the double-tracked main of the SP's busy Valley Division (Stockton Subdivision). A few hundred feet east of the tower the Santa Fe crosses the Union Pacific's former Western Pacific main line. With the traffic on all three railroads, Stockton Tower is one of the busiest and most interesting train-watching sites in central California.

After passing Mormon Yard (M.P. 1120.0), Santa Fe turns southeast to run through the northern half of the San Joaquin Valley to Fresno (M.P. 998.1). Despite the seemingly flat terrain and the monotonously straight-arrow nature of the route, the Second Subdivision turns out to be more interesting than one might predict. A condensed profile shows it to be slightly undulating rather than flat. Elevations range from near sea level at Stockton to approximately 300 feet in Fresno and with grades from .1% to .5%. Furthermore, the San Joaquin Valley here is dissected by the major rivers that flow out of the Sierra Nevada mountains on the east. Along the Sante Fe they are spanned by a variety of bridge types that add to the route's diversity. For example, the Stanislaus River just north of Riverbank (M.P. 1096.7) is bridged by an attractive girder and through-truss structure, whereas the San Joaquin River Bridge at M.P. 1008.7 at the Madera-Fresno County line is an impressive 918-foot-long deck bridge. Other notable deck bridges span the Tuolumne River at M.P. 1088.1 just south of Modesto-Empire Junction and the Merced River (M.P. 1069.6) five miles north of Winton.

Santa Fe also has a major intermodal connection with the Modesto & Empire Traction Company at Modesto-Empire Junction (M.P. 1089.2) where trucks carrying agricultural products, especially wine from the northern part of the val-

ley, are loaded onto flatcars for shipment by rail.

Certainly one of the most distinctive features of the Santa Fe's Valley Division is the mile of street running through the heart of Fresno. Beginning at Belmont Avenue (M.P. 999.0), Santa Fe trains run south down the center of Diana Street four blocks before turning southeast between Divisadero and Merced Streets at Hobart Park and proceeding down the center of Q Street for another five blocks to Kern Street at the Santa Fe/Amtrak station. It is impressive—and intimidating to motorists—to see a 60-car piggybacker rolling down the middle of the street.

About three miles south of the Fresno depot is Calwa (pronounced KAL-way) Yard on Fresno's south side. Since

Fresno (population 220,000) is the largest city in the San Joaquin Valley, like Stockton, it is a major center of commerce. Moreover, since the Santa Fe's Visalia Subdivision as well as its First Subdivision and their switching districts both connect at Calwa, the yard serves as a major focus for freight traffic in the central San Joaquin Valley.

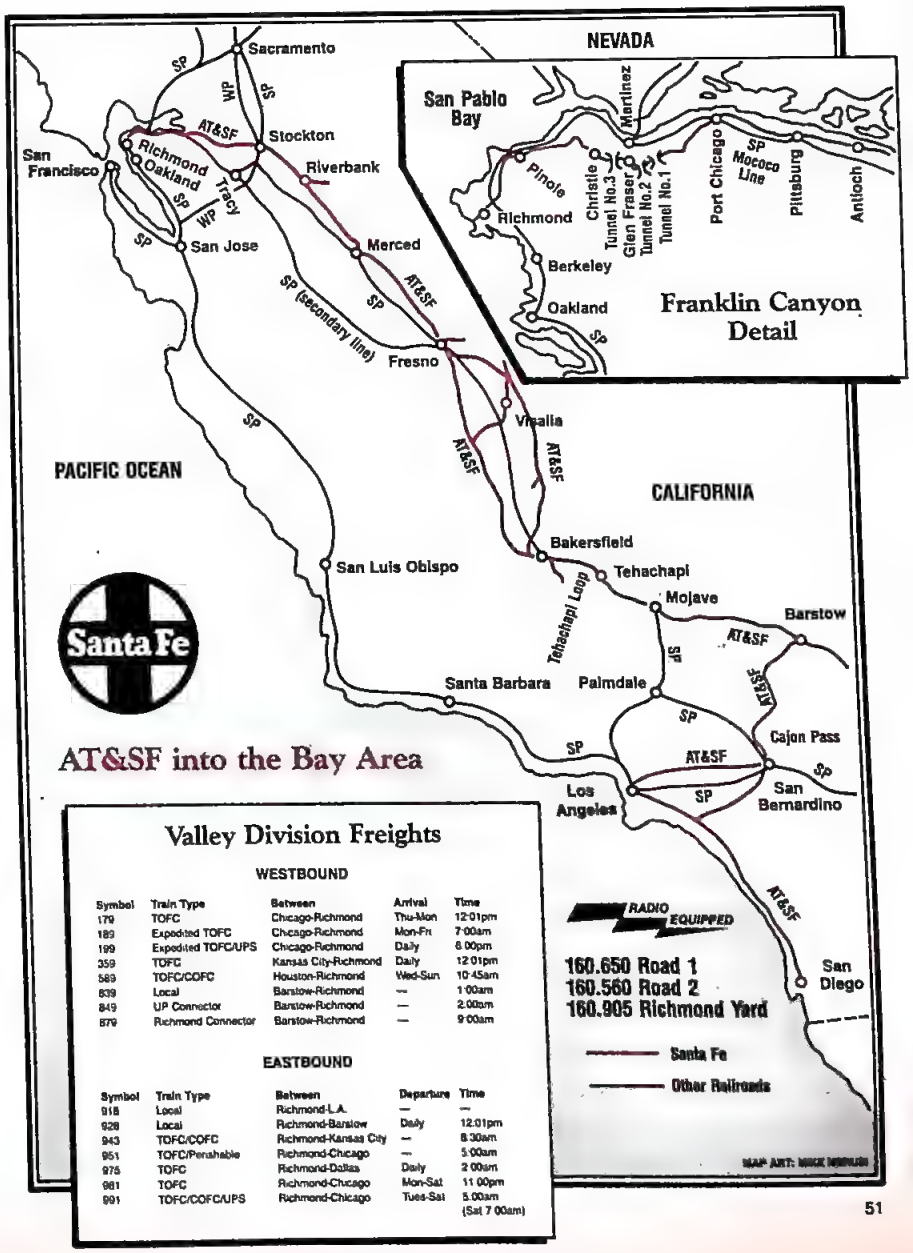
While the single-tracked line from Stockton to Fresno is under Centralized Traffic Control (CTC) from the dispatcher's office in Fresno, from Richmond to Stockton it is operated by a new system called Track Warrant Control (TWC). In an effort to reduce costs and make train control more efficient, on October 27, 1985, Santa Fe closed its traditional telegraph operator offices (the equivalent of train order offices) at Richmond, Pittsburg and Stockton and adopted this new system of train dispatching. Under TWC trains receive their clearance directly from the dispatcher in Fresno, who issues a track warrant that allows a particular train to operate over a particular section of the track. Even though the line from Richmond to Stockton is protected by automatic block signals, the warrants can override the signal indications. The track warrant is issued either via long-distance microwave radio or computer. The warrant forms have a check-box system of notation that makes it easier to record the orders given. With this new system, train dispatching is being carried out more effectively by computer-assisted technology from Division Operating Centers.

This new system, in fact, turns out to be a boon for the railfan. In the past, one had to be within the relatively short broadcast range of the telegraph operator's office to be able to hear the communication or issuance of train orders by radio. Now with the more powerful radio system from the central dispatcher's office in Fresno, one can hear all the communications along the length of the Second Subdivision. Santa Fe's primary road Channel 1 is 160.650 MHz, and Channel 2 is 160.560 MHz.

The Trains

The Santa Fe uses a three-digit numbering system to designate its scheduled through freights. The first digit gives the point of origin, the second the type of train, and the third its destina-

ALHAMBRA VIADUCT is 75 feet high and 1680 feet long. GP30 2726 had a 928 train rolling south on July 24, 1985. An 849 train (left) and a 359 (top) were northbound in December 1985. The "Kodachrome" F45 is shown passing the John Muir house.



tion. The following numbers refer to the zones of origin or destination: 1, Chicago Terminal; 2, Illinois and Missouri; 3, Kansas City Terminal; 4, Kansas, Oklahoma and Colorado; 5, East Texas; 6, West Texas; 7, New Mexico and Arizona; 8, Southern California; and 9, Northern California. Train types are classified by the following numbers: 0-3, General Service; 4-5, Perishables; 6-7, Connecting Schedules (and sometimes TOFC and/or COFC); 8-9, TOFC and/or COFC. For example, Santa Fe's 189 train orignates at Chicago's Corwith Yard (indicated by digit 1), carries TOFC (indicated by digit 8), and terminates at Richmond in northern California (indicated by the last digit, 9). Occasionally you may hear these symbol freights identified with additional numbers; these refer to the section number and include a number designation for the originating day of the month. For example, the 1-928-17 would be the first section of the 928 train called on the 17th day of the month.

Other trains on Santa Fe carry four-digit numbers: locals run from 1111-3381; unit coal trains are numbered in the 4000 and 5000 series; unit grain trains the 6000 series; and unit potash trains the 7000 series. It should be noted, however, that all these train numbers are used mostly in the yards; dispatchers normally designate trains in the conventional manner using the lead engine number and referring to a train as Extra so-and-so East or West. However, on the Santa Fe you usually can hear the crew of a given train refer to it by its number, especially when they are switching. It is anybody's guess what type of symbol designation will be used once the merger is implemented.

What Second Subdivision trains can be seen during daylight hours for photography? The table on page 51 lists the trains as of March 1986 that run on the Second Sub of the Valley Division, including the type of train, its projected schedule in days of the week and times of arrival and departure at Richmond. As anyone who follows freight trains knows, actual arrivals and departures can vary widely from the scheduled times, and the deviations can be as much as 12-24 hours. For example, the second section of the 928 train from Richmond to Barstow is carded to leave at noon (12:01 p.m., to be exact), but we have seen it departing any time from about 10:30 a.m. to 5:00 p.m. Furthermore, a train that may have departed on time may either become delayed en route or have gone dead at an intermediate yard. Thus these schedules should be treated as approximations that must be verified by listening to dispatching information on a scanner. Despite these provisos, however, certain expedited trains, such as the 199 and 991, are held to a fairly strict schedule by the company, and one can be reasonably sure of their appearance times because of their special status on the railroad.

Among the westbound trains that one is likely to see during daylight hours are the major TOFC/COFC trains (the 179, 189, 199, 359 and 589) which typically appear in the afternoon to early evening and on various days of the week depending on their individual schedules. Because of their expedited status, the 189, 199 and 359 tend to be fairly close to their running schedules, although the 189 seems to be the most variable in this regard. Also, these are the trains that may be run in several sections, adding to the photographic possibilities. Although the two westbound local freights from Barstow to Richmond, 839 and 849, are scheduled to arrive in the wee hours of the morning (1:00 a.m. and 2:00 a.m., respectively) they are two of the most variable runs and can appear at any time during daylight hours.

Because most eastbound trains are scheduled to leave Richmond either at night or predawn, they are harder to photograph. The most reliable eastbound is Second 928, a daily local between Richmond and Barstow, departing Richmond around noon. It tends to have a variety of consists ranging from general freight to a trainload of empty flats and can even be a cab hop. A train

AMTRAK 711, a westbound *San Joaquin*, rolls across the bascule bridge over the Old River at Orwood on November 3, 1985. Piggybacker 991 (left) rounds the curve at Merced Street to run down the middle of Q Street in Fresno on June 19, 1985.

of similar status is the 918, which does not run on any assigned schedule. It operates between Richmond and Los Angeles on weekends and any time from noon to early evening. It will carry both loaded and empty TOFC and is used especially to supply empty flatcars to Los Angeles.

Only on Saturdays, when it is called for 7:00 a.m., can one see the eastbound equivalent of the 199 hotshot, the 991, departing Richmond during daylight hours. This is the fastest eastbound on the system and is carded for 55 hours between Richmond and Corwith Yard in Chicago. It is given such high priority on the railroad that the staff at Richmond must make a special report to headquarters in Chicago if the train is delayed significantly from its scheduled 5:00 a.m. weekday departure time.

The 70-car unit oil train that the Santa Fe picks up from the UP/WP interchange at Stockton is of interest, but its nocturnal passage two to three times a month makes it one of the more difficult trains on the system to catch. However, on several occasions the 928 has been used to return its cars to Stockton, making it possible to see the oil train consist during daylight hours.

In addition to these through freights, there is a Richmond Road Switcher dispatched in the afternoon daily except Saturday. The job usually first heads east to Collier where it switches the Union Chemical Plant and Asbury Graphite. Typically, it brings hoppers of green coke for processing at Union Chemical and delivers empties to Asbury and picks up loads of coke or furfural. After servicing these industries, they return to Richmond and head for Oakland via the SP to switch the various industries and interchanges there. Depending upon the amount of work to be done, it is possible, in the summer months at least, to see the return of the switcher from its Oakland work. The switcher is the only train on the Second Subdivision using an end of train device (or what they call on the Santa Fe the "semi-conductor") in lieu of the classic red caboose. All other freights are equipped with one caboose, sometimes more if they happen to be deadheading them to another location.

If you are railfanning the Santa Fe east of Port Chicago, you have the added bonus of daylight movements of at least three of Amtrak's four *San Joaquin* passenger trains that run daily between Oakland and Bakersfield (eastbound 708 and 710; westbound 709 and 711). With their First Class scheduling, they are the most predictable services on the Valley Division.

Motive Power

In recent years, Santa Fe freights through Franklin Canyon have been hauled almost exclusively by upgraded GP35s and GP30s. In fact, Santa Fe seems to be one of the strongholds for GP30s. Of course there would be occasional sightings of more powerful rebuilt SD45s along with rarer appearances of an F45, GE C30-7 or a U36C, usually on the hotshot 199 and 991 trains. The lower horsepower Geeps usually would be run in multiples of three to five depending on the tonnage of the train involved. The Richmond Road Switcher usually got a pair of GP30s or a GP30 plus a GP35.

In late October 1985, however, a significant shift in motive power policy took place with the issuance of the new timetable. Instead of the lower horsepower pattern that had been typical of the Valley Division, 3000-3600 h.p. four- and six-axle power has become the rule. In place of the GP30s and 35s, one now sees GP40Xs, GP50s, SD45s, C30-7s, U36Cs, SD40-2s and F45s, typically two units per train rather than the three-to-five Geep consists that were common. The practice now is to remove at Bakersfield two or three of the high horsepower units that lifted the train over the Tehachapis and let it run up the valley to Richmond using only two of the remaining diesels. This has freed the 55 GP30s and 35s to replace the CF7s which are being stored or sold. You can still find GP30s and 35s on the Second District local jobs, however.

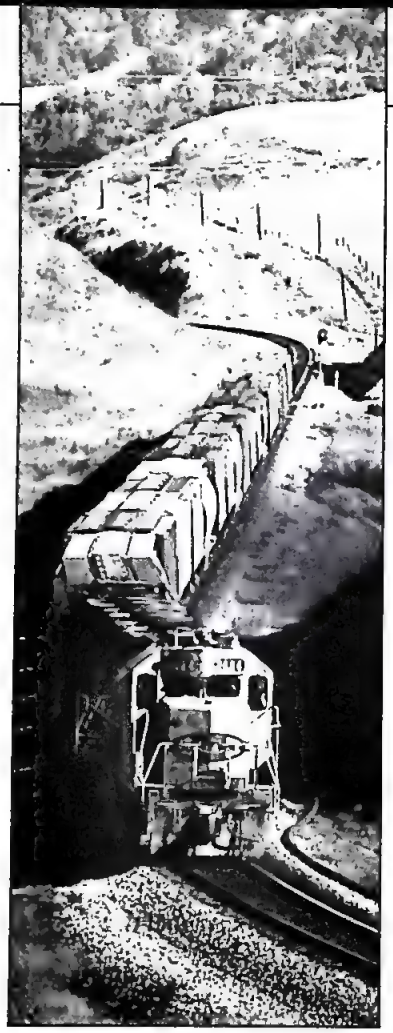
The Future

Assuming that the SP-AT&SF merger goes through as planned, what changes can be anticipated in northern

California? At this date most suggestions are clearly speculative, but some of the more obvious ones are likely to come to pass sooner or later. Certainly in the Bay Area there will be even greater consolidation of facilities. It is anticipated, for example, once the merger is approved the Santa Fe will close its Richmond yard offices and move personnel to Oakland to be integrated with SP's operations there. Tentative maps already have been issued for the combined railroad system-wide and for California in particular. The most notable changes involve new division designations. For example, Santa Fe's lines from Port Chicago east to Stockton and south to Barstow will be combined with those of the SP in the San Joaquin Valley to form the new Valley Division. If it survives, the Santa Fe's Franklin Canyon line will be included with the SP's Overland Route to Ogden, Utah, as part of the new Sacramento Division.

None of the maps we have seen gives any hint as to the fate of the Franklin Canyon line or the Second Subdivision in the San Joaquin Valley. If the canyon line is ultimately abandoned, it is rumored that the segment from Richmond to Collier would be retained so that Union Chemical and Asbury Graphite could continue to be serviced. Given that Stockton is an important rail center and port, it is anticipated that Santa Fe trackage from Port Chicago to Stockton might be preserved as the most direct connection between those points. It also has been speculated that both the Santa Fe and SP main lines to Fresno will be maintained, one used for northbound traffic and the other for southbound trains, especialy since AT&SF just finished installing continuous welded rail between Stockton and Fresno.

Street running on the Santa Fe in Fresno will definitely be eliminated. Regardless of how quaint this operation may be, it has been a continual headache for both the railroad and the city. The merger will provide the opportunity to remove this bottleneck even if the Santa Fe line north of Fresno is retained. Thus one can see that changes are in the wind that go deeper than just new paint schemes and locomotive renumbering.



THE RICHMOND Road Switcher is headed home from Asbury Graphite in August 1985. A GP30 leads an 869 train across the SP at Stockton Tower.

Railfanning the Second Sub

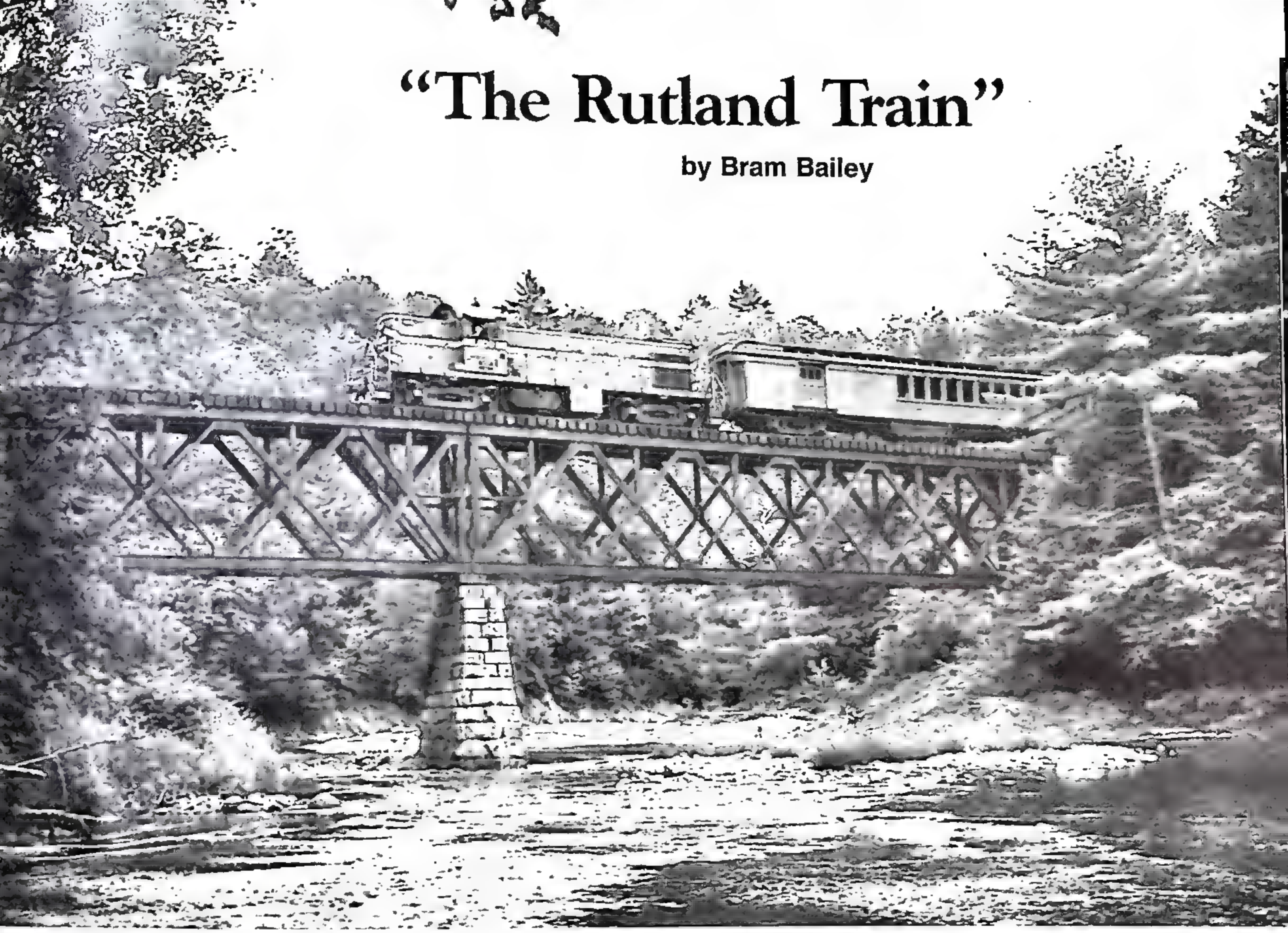
Most of the Second Subdivision is accessible by automobile, and the Franklin Canyon line, for example, can be followed easily by car. California Highway 4 follows it all the way from Collier to the west end of Christie siding. Just before the railway crosses Highway 4 at M.P. 1176.2, take the first road to the right past the Franklin Canyon Golf Course (Christie Road). This one-lane road takes you to the west portal of Franklin Tunnel (No.3).

To reach the east portal, take Christie Road back to its intersection with Highway 4, turn east on 4 and follow it approximately 1½ miles to the Cummings Skyway exit (labeled for Port Costa and Crockett). The exit will lead to Franklin Canyon Road which you then take east for another mile and a half to reach the site of Glen Frazer siding and the east portal of the tunnel. Franklin Canyon Road follows the Santa Fe right-of-way all the way to Alhambra Valley Road in Martinez. This takes you to the site of the Alhambra Viaduct. Going south on Alhambra Valley Road will take you to Alhambra Way, which leads you to track level at the east end of the viaduct at Muir and just west of tunnel No.1.

The rest of the system is easily accessible by car, and we recommend that you obtain the California State Automobile Association (CSAA) maps for various parts of central California. They detail not only all the roads in the area but also show all the railroad routes. Now is the time to see the Santa Fe's western end. Changes are likely to happen swiftly and with little warning once the merger is consummated.

"The Rutland Train"

by Bram Bailey



PHOTOGRAPHY BRAM BAILEY

THE VERMONT HISTORICAL RAILROAD TRAIN ON THE ROCKINGHAM TRESTLE IN 1985

When it became common knowledge that Steamtown was moving to Scranton, Pennsylvania, many of the local business people in the Bellows Falls and Chester, Vermont, area were concerned about what effect this would have on the local economy. An ad hoc committee was formed to study the issue.

While Steamtown was finishing up its 1983 season, the ad hoc committee was setting into motion a plan of action. They would first incorporate into a nonprofit organization called the Vermont Historical Railroad. The VHR would use Green Mountain Railroad equipment and crews and run from Bellows Falls to Chester over much the same route as was used by Steamtown.

No attempt would be made (at least initially) to run with steam, and the Green Mountain's fleet of RS1's would provide attractive and interesting motive power. One of the units, 405, was even of authentic Rutland heritage, enhanced by the GMRC's Rutland-inspired paint scheme.

But the first hurdle to overcome was passenger equipment. Steamtown offered to sell them four Long Island "Ping Pong" coaches, but these cars

Is there life on the Green Mountain after Steamtown?

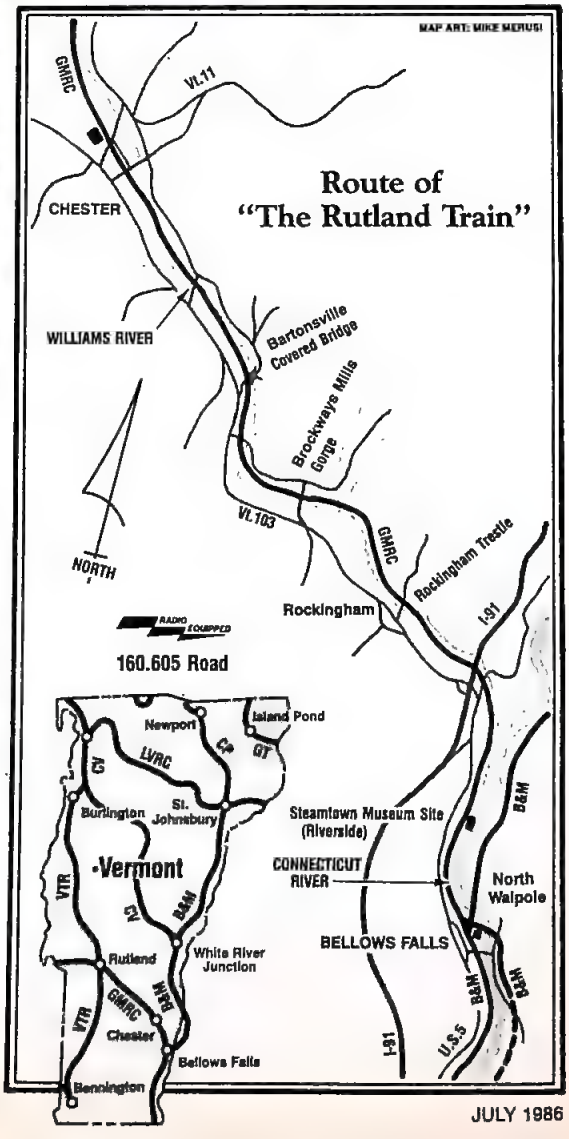
were in such deplorable shape that they would require nothing less than a complete rebuild. Even when rebuilt they would not ride well on the GMRC's 30-m.p.h. Class II trackage. Not to mention their obvious esthetic drawbacks.

The Green Mountain, however, had two authentic ex-Rutland cars that could be rebuilt. Coach 551 and combination 260 were wood cars with steel frames. A local grant was secured from the Rockingham Development Office to offset the costs of resoration. The conditions of the grant stated that unemployed local labor must be used, and once finished, the cars would not be allowed off the GMRC property. Roger Santaw, a local contractor with an interest in railroads, was hired to oversee the project. A completion date of March 1984 was their goal. Once the restoration project got under way, it became obvious that the money would cover only about half of the costs. The GMRC came to the rescue and covered the balance. The restoration project ran considerably late, and the smell of fresh paint was thick in the air to greet the first passengers on Memorial Day weekend of 1984. (Steamtown had run its "Farewell to Vermont" trips on October 22-23, 1983, and by the spring of 1984 was already getting established in Scranton.)

While the Rutland car restoration projects were going on, a Jersey Central steel combine was purchased. This additional car required little more than a coat of paint and would bring their total seating capacity to 160 people per trip.

A $14,000 loan was secured for operating capital, but half of it was gone the first day to pay the insurance. Advertising was limited due to budget constraints, and the result was very low ridership through the month of July. Operation was suspended from early August until fall foliage season. The "leaf peepers" helped up the ridership, but by the end of the 1984 season, the Vermont Historical Railroad had only carried 8,000 people.

Things looked bleak for the 1985 season, but Glenn Davis, president of the Green Mountain Railroad, proposed



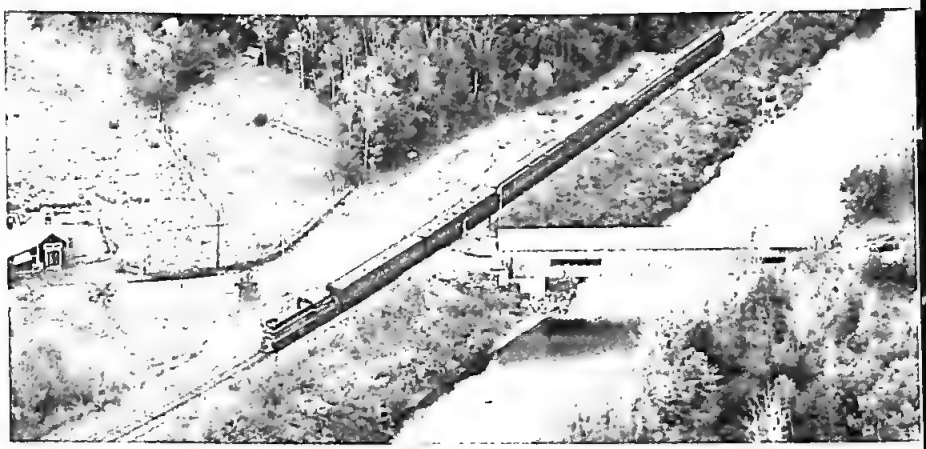
SEEN FROM THE AIR, the eastbound train is about to cross the Brockways Mills Gorge and is shown (top right) passing the Bartonsville covered bridge. The RS1 is about to run around its train at Chester (right) and is pulling into the wye stub (below) at the Bellows Falls Amtrak depot.

that the GMRC take over the operation. This would limit some of the overhead expenses and streamline the operation. To avoid confusion, the operation would still be called the Vermont Historical Railroad.

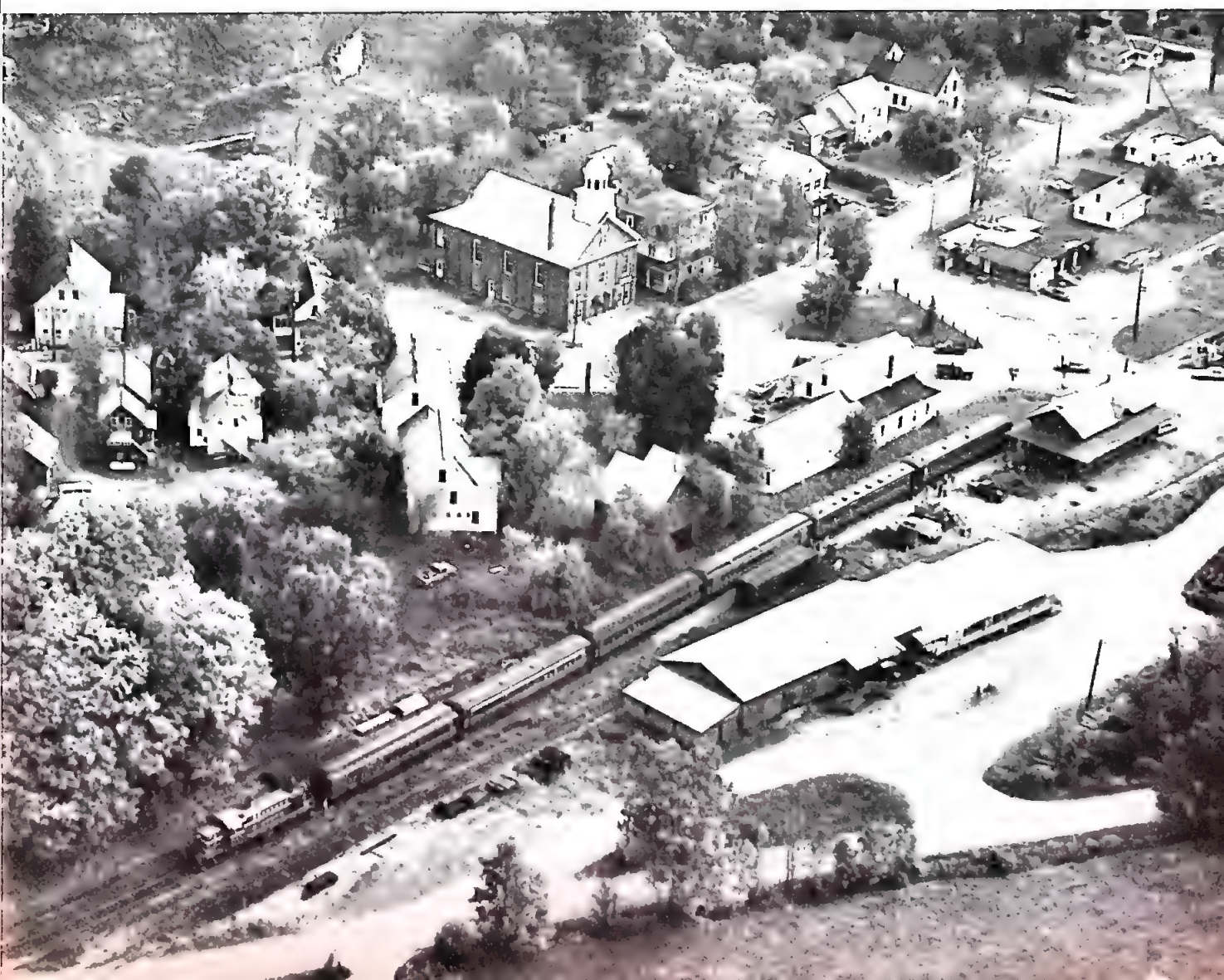
Four more Jersey Central cars were purchased, and two were refurbished over the winter and another in the spring of 1985. Each added a factor of 70 people to the operation's total seating capacity. A goal of 15,000 passengers was set for the 1985 season. They actually carried 17,700.

So what is the outlook for the future? The Vermont Historical Railroad will definitaly be running in 1986 using the name "The Rutland Train." Otherwise, the operation will be much the same as this past season. The biggest change will come in 1987. They have successfully bid on two N.J.Transit control cars. One will be put in service for the '87 season, and the other is being held for spare parts. This will allow them the flexibility of push-pull operation.

Besides the obvious advantage of eliminating the run-around at Chester, and the safety considerations therein, it will allow them to do short out-and-back charters. A typical example would be from Bellows Falls to Bartonsville, where there is no passing siding, and return. A short trip like this would appeal to school groups or bus tours that are short on time.



Green Mountain's "Rutland Train," with its RS1 and typically Rutland equipment, is a great addition for your list of summer or autumn activities. Since there are two round trips a day, it is a good idea to ride the first then chase the second once you have a good feel for "the lay of the land."



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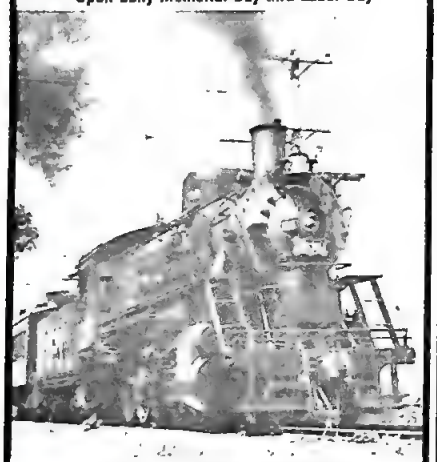

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BY JIM BOYD

The 614T Contest and ACE 3000

It is amazing how quickly the "second generation steam" optimism of January 1985 faded in the following months. The reality of the ex-C&O 4-8-4 614T hammering back and forth on home rails with loaded hoppers or a mile of empties in tow could not be ignored, and it was easy to believe that just maybe a computer-controlled ACE 3000 or a three-cylinder compound 2-10-2 "ACE 6000/Mark 1" might be just around the corner.

Then came springtime, the oil glut and news that the 614 was mothballed at Hagerstown and was up for sale. The bubble had burst, and all we had left were the images of 614T on the coal trains. But what images!

In our July 1985 issue we ran a full-page ad (page 18) announcing the American Coal Enterprises and RAILFAN & RAILROAD "614T Photo Contest" with cash prizes for the winners. Entries were slow arriving at first—after all, there weren't *that* many people who braved the middle of winter in the mountains even for a live 4-8-4—but as the August 31, 1985, deadline approached, the mail began to arrive. The most difficult task was to get all the judges together, and it wasn't until March 15, 1986, that we all managed to meet at Ross' office in the former-CNJ depot at Lebanon, N.J. ACE was represented by Ross and Ralph Weisinger of 1776 Productions, while railfan Sandy Burton sat in for Hal Carstens who had managed to come down with the flu that weekend. With an even number of judges, we agreed to give Ross the tie-breaking vote if needed.

It was immediately obvious that there were too few entries to make it a contest in the Human Interest category, so those entries were added to the Action category. The grubby weather and winter scenery produced photos very similar to those that were in the May and July 1985 features in R&R, and the most spectacular work was in the Night category. Overall, Ross was very happy with the quality and quantity of entries. A sampling of the winners can be found on pages 43-45 and 67 of this issue. The Grand Prize winners will each receive $400, with First Place winners getting $150 each and Second Place winners getting $50 each.

And what of ACE and a future steam locomotive? Well, folks, the project is far from dead. After a year or so of things looking like they were coming undone, the ACE 3000 is now solidly back on the track, and "things never looked better." Although the cost of oil has dropped dramatically—as any visit to a gas station will attest—Ross notes that the cost of coal has also dropped, and the price gap still substantially favors coal. No one in the railroad industry expects the oil glut to be endless, and they all realize that coal is our wave of the future. With the economy up right now, the time is right to press on with the development of the ACE 3000 as originally concepted (condensing/balanced reciprocating running gear/computer control), with the ACE 6000 2-10-2 "interim machine" bypassed as far as the U.S. market is concerned.

As of late April 1986, things are developing too swiftly to pin down specifics, but a lot has taken place. Earlier this year, Ross returned from the People's Republic of China with a memorandum of agreement to develop a modern steam locomotive for use there and in countries like India (this would probably

JUDGING THE 614T PHOTO CONTEST at the American Coal Enterprises office in Lebanon, N.J., on March 15, 1986, are (l to r) Sandy Burton, Ross Rowland, Ralph Weisinger and Jim Boyd.

SUZY WEISINGER

be an advanced "conventional" engine like the ACE 6000/Mark 1 non-condensing three-cylinder compound 2-10-2 with computer firing). Engineering studies show that the original ACE 3000 design is still a viable machine for the U.S. railroads, although serious consideration was given to a variety of steam or gas turbines driving an alternator and traction motors. The balanced reciprocating running gear once again came out superior in the studies, although some sort of electric drive has not yet been completely ruled out.

With the stock market and general economy on an upswing, arrangements are being finalized for a public stock offering and an infusion of blue-chip investment capital. The federal Clean Coal Technologies Act money is also still in the picture. The Chessie System is standing by its commitment to buy the first production ACE 3000s, and a number of our biggest railroads are now involved in the engineering. The new locomotive *will* be competitive in the U.S. diesel-dominated environment.

Many of these developments were made possible by the 614T tests in January 1985. As for the ex-C&O 4-8-4 herself, she is presently in Hagerstown but no longer up for sale. (The 614, incidentally, is owned by Rowland's Steam Locomotive Corporation of America and is not and never was owned by ACE.) Though nothing is firm enough yet to publicize, Rowland indicates that he may have one or two special moves in mind for the engine. We will report further on this as details become available. The optimism of January 1985 may yet be justified.

An airborne assault

Bram Bailey had a particularly interesting time getting the photos for his feature on the Vermont Historical Railroad, which begins on page 55. In the following, he describes his experiences taking train photos from an airplane:

"As I was preparing this article, I wanted a different approach to the photography. Let's face it, there are only so many accessible photo locations between Bellows Falls and Chester, and the many published photos of Steamtown and the GMRC have, at one time or another, covered them all.

"To get to the other places would take a long hike or an aircraft. The closest airport to Bellows Falls is Kenne, New Hampshire. Inquiring about pilots who were willing to do charters, I was given the name of Bob Bergevin. He owns a GMC dealership in town and flys primarily for the fun of it. Bob's Cessna 150 is ideal for the aerial photography because the wing is above the side door—and that the door is removeable. The only obstruction is the wing strut.

"Bob had done a lot of aerial photography, but he had never chased trains before. We set up Saturday October 6, 1985, as the day to photograph the Vermont Historical Railroad, but the weather wiped us out and we had to postpone it until Sunday.

"The weather cleared overnight to reveal a bright sunrise. The scattered white puffy clouds added just the proper accent to the blue sky. The fall foliage had about another week to go to reach peak—the foliage peaks fast in this area, generally on Columbus Day weekend, and being a couple of days late would find many of the trees bare. Shooting before peak gives you vivid color against a green forest. It was our intention to chase the 11:30 a.m. train to Chester from Bellows Falls, and we would take off from Keene at 11:15 to intercept it departing.

"Having never flown in Cessna 150 before, I didn't realize how small it was. Bob is a pretty good sized guy, and I top the scales at 190, so when we got in the plane there was little room for anything else. Originally, I was going to shoot black & white with the Mamiya 645 and Kodachrome with the Nikons. Something had to give, so the Mamiya gear waited in the car as I loaded one of the Nikons with Plus-X. This permitted a single set of lenses to be swapped between the camera bodies.

"The lenses selected were 50mm, 85mm, 105mm and 135mm. Since, by law, we were limited to a minimum altitude of 500 feet, the 105mm and 135mm saw the most action. I elected to use the fixed lenses over a zoom in favor of speed. When shooting from an aircraft, you not only have to stop the train, but you have to allow for sudden aircraft movement. The longer the lens, the more the aircraft movement is amplified to the image. Fast fixed lenses allow for shutter speeds between 1/500th and 1/1000th of a second.

"Shooting from an aircraft is a mixed blessing. You can get into locations that would require miles of hiking through the bush. That's the plus side. The negative side is the unforseen obstructions that don't materialize until you project the slides. Out of the 120 slides shot that day, the program edited down to about 40. So as a rule of thumb, one-in-three will be a keeper. With that in mind it is a good idea to have a heavy finger on the motor-drive. If you don't like it, don't show it—but if you didn't shoot it, you *can't* show it. There is plenty of time to change film while the pilot circles for another pass. Kodak will love you for it!

"As we approached Bellows Falls, we saw the train sitting in the station, which is also used by Amtrak's *Montealer*. There seemed to be a departure delay, giving us an opportunity to shoot the Green Mountain roundhouse across the Connecticut River in North Walpole. After circling several times, we noticed a chartered bus pull up. A group of people were quickly loaded onto the train. As the train left Bellows Falls we got some shots on the causeway just north of town. From there we passed what's left of the Steamtown museum site at Riverside.

Just north of there is another causeway that provided some more good pictures. This is the spot used on some of the past Steamtown Railfan Weekends for photo runbys. We missed the Brockways Mills Gorge going north but were in position to shot the Bartonsville covered bridge which makes a classic background so typical of New England. From Bartonsville to Chester the trackage and the Williams River cut through several cornfields that were in the process of being harvested. The geometric shapes of the corn rows add an interesting texture to the photographs.

"Once the train arrived at Chester, we orbited the town taking more photos as they ran the power around the passenger consist. The layover is scheduled for 20 minutes, during which time we amused ourselves shooting non-rail fall color.

"On the northbound trip our technique had been to pace the train slightly faster than the stall speed of the aircraft. This worked out well because the pilot sat in the left seat allowing me to shoot out of the right side. We would aproach the train from the rear at an altitude of about 500 feet. After overtaking it we would circle for another pass. But using

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THE LAST STEAMTOWN locomotives are being prepared for shipment to Scranton as Bram Bailey follows the VHR RS1 by airplane past the Riverside museum site on October 7, 1985.

this technique on the return trip would allow me to shoot only the dark side. To avoid that, we elected to orbit the train in a clockwise direction. Each rotation would allow ample time to get off several shots with each camera body. As the 12:20 departure time drew near, we were back 'on station' above Chester. The southbound trip allowed us get what we had missed going north.

"Just south of town the railroad crosses a skewed bridge bordered by a couple of cornfields and a little bit of forest. This spot would have required a good two-mile walk from the highway had we tried to shoot it on the ground. Approaching the Bartonsville covered bridge, it became obvious that the orbiting technique was paying off. I was able to capture the scene in both color and black & white. As the train came into Bellows Falls, we did a couple of orbits of the station to get the arrival shot. From there it was a short flight back to Keene and the end of a very interesting railfan experience.

"The cost of chartering the aircraft puts it out of reach for casual railfanning, but when something of particular interest comes up, it is worth consideration. My charter cost less than $100"—BRAM BAILEY.

Conrail and NS

We have made very little attempt in these pages to keep up with the blow-by-blow battle in Washington on the Norfolk Southern purchase of Conrail. With magazine lead times, anything we could write would be hopelessly out of date by the time it got into your hands, anyhow. Regardless of who wins or loses, we will have to live with the "new" Conrail when it is over with, and there is no need to antagonize either Bob Claytor or Stanley Crane with a politically-charged campaign for one or the other.

But as the Day of Decision nears, I am finding that all my intellectual judgement is being distorted by one simple fact. As a *railfan*, I lothe the idea of Norfolk Southern taking over Conrail. The idea of the entire Northeast disappearing beneath a coat of unspeakably ugly black paint is almost too much to bear. The NS "Thoroughbred" image is as abhorrent as the Penn Central at its worst.

By contrast, that Conrail blue and white is beginning to look pretty good. When it was new, I didn't find the Conrail scheme particularly inspired, but it did have its moments. After years of sorting out the hideous "cockroach" CR repaints of PC black or Reading green or LV red, Conrail has finally achieved a unified image in a rather attractive blue and white—the fact that nearly everything is new and clean is a big help, too. In 1985 Conrail looked like a "real railroad" compared to the paint scheme turmoil of the often-filthy Guilford D&H/B&M/MEC. (Guilford could be very picturesque when the units were clean and in matching colors, but the more typical consist was dirty, mismatched and often full of hasty repaints. Like the line from an old children's story: "...when she was good she was very, very good, but when she was bad she was terrible.")

And it's not that I just don't like black paint schemes. I grew up on the Illinois Central and watched black Geeps replace Mikados, but with the tastefully simple EMD stripes and the green and white diamond herald, they were handsome if not particularly colorful. The Lehigh & New England, with its white stripes and just a touch of bright red in the herald, proved just how fine a basic black paint scheme could be. It was just attention to detail. The New York Central "cigar band" image was saved by yellow handrails and a spot of red lettering in the herald—while Penn Central's awkward attempts to make one "worm" red were a complete disaster.

The Virginian, with its yellow trim and red and yellow herald, had a black paint scheme that is regarded as a classic, while the N&W's series of black schemes with white or gold lettering were wipe-outs. The "Pevler Blue" era was nearly as bad. Though it is carved in stone somewhere in Roanoke that "Locomotives Must Be Black," the N&W did try its old passenger maroon on a group of SDs and U-boats, but that was an unfortunate choice since anyone who remembered the *Pocahontas* Geeps could have told them that color didn't weather very well.

The official line was that black was the most economical color to apply, and with a roster the size of the N&W, that added up to big bucks. Granted. But when you start adding fancy "Thoroughbred" stripes to that black, you lose the economy of simplicity which made the old N&W logic impeccable. A white frame stripe and a spot of bright red would go a long way toward making the NS an attractive image.

But there's about as much chance of that happening as there is of influencing the Congressional vote. I feel doomed and helpless. A dreary black pall over the entire Northeast is such a dismal prospect that it *must* happen. Railfans are destined to watch everything go to hell.

All of this is of absolutely no consequence in the real world and is just the selfish whining of a kid who is about to lose a toy. But I can't shake the feeling that I am speaking for a lot of other railfans. It is much more important that Conrail be guaranteed a future and that there are still jobs along the Water Level Route and elsewhere. Sure, NS will be a strong competitor, and I'll be there cheering

as 611 hammers past the Pennsy Geep on Horseshoe Curve. But I've come to admire Stan Crane's fight for independence and survival. I can't be sure how much of my judgement has been colored (ooh, sorry about that) by my total revulsion of the NS paint scheme.

One thing is for sure, however. I will get out as soon as the weather permits and begin to photograph Conrail with a vengeance, because in a couple of years it will be a waste of time to go to Horseshoe or Selkirk or Elkhart or Allentown. With the Penn Central, at least we could find refuge in neighbors like L&HR, Reading, CNJ or Lehigh Valley. From here on out, it will be the Susquehanna or Guilford or short lines or forget it.

Anybody Out West care to swap me the new SPSF colors for the entire Norfolk Southern?

The O&W in Heaven

Bob and George were longtime friends and both rabid fans of the dear-departed New York, Ontario & Western. But since they were in their early teens when the O&W was abandoned, their only memories of it were faded yellow and gray F-units wasting away in the Erie's Croxton Yard. Throughout their lives, however, they collected photos and data and explored the abandoned right-of-way, gleaning what they could of the cherished O&W.

On the long trips back from railfanning, they would often wonder what happened to departed railroads. Do they still run in Heaven? It was a philosophical concept that kept the conversation going over many homeward bound hours on the road. Remembering how Houdini promised to return from the Spirit World, Bob and George made a pact between themselves that whoever would be the first to go would try to come back and report to the other whether or not the O&W was still running in Heaven.

Well, things happened a little quicker than either had expected when Bob met an untimely demise when his pickup truck rolled off an undermined portion of abandoned O&W roadbed and he was swept into a rain-swollen stream.

About two weeks later, George was awakened in the middle of the night, aware of a "presence" in the room. There, drifting just below the ceiling was the image of his old friend.

"Bob, i . . . i . . . is that you?"

"Yes, George, as in our bargain, I have returned."

"What did you find out? Does the O&W run in Heaven?"

"Well, I have some good news and some bad news. The good news is that the O&W is, indeed, running in Heaven, and it has camelbacks and F-units and 4-8-2s, the best of everything, just as we always hoped it would."

"But what's the bad news?"

"The bad news is that they've got you marked up as engineer on the *Mountaineer* this afternoon."

Thanks, Lt. Wheeler

Looking over the winners of the night categories in the 614T Photo Contest (pages 45 and 67), we couldn't help remembering those cold nights at Hinton, W.Va., that produced such stunning images of working steam. Three nights a week for that wintry month of January 1985, the 614T test train laid over in Hinton at the picturesque engine terminal. Now, a working engine facility is no place for a bunch of railfans and visitors to be wandering around in the middle of the night, and the Chessie quite properly did its best to keep

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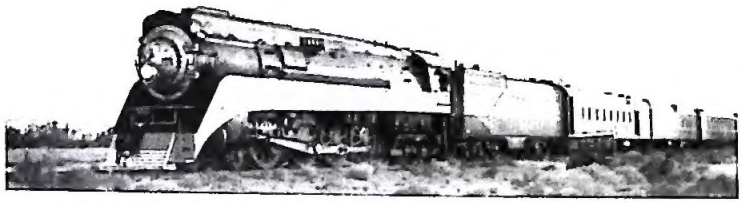

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AUGUST 9, BUENA PARK, CA, Holiday Inn, Beach Blvd., 91 Freeway; National Association Timetable Collectors National Convention and railroadiana Expo, 9:00 A.M. to 3:30 P.M., admission $2.50. All manner of Railroadiana, Collectors/Vendors from across the Continent. Tables available. Information LSSAE to: NAOTC, PO Box 291, Fullerton, CA 92632. 714-871-6561. 786

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the mob from traipsing all over the property and running the risk of injury or worse.

Under normal circumstances that would be the end of the story, and the only photos you would see of Hinton would be telephoto shots in the twilight. But as everything from our May 1985 cover to Bob Hart's stunning Grand Prize Color winner (right) attests, Hinton was no ordinary situation. That was due primarily to Chessie Police Lieutenant Bob Wheeler. Though he was determined to "maintain control of the situation" and did an excellent job of keeping the spectators away from the working railroad, he went out of his way to accommodate the railfan photographers whenever it was appropriate. By arranging with Lt. Wheeler in advance, groups of railfan photographers were escorted into the area where the engine was being serviced, and all those wonderful night photos were the result.

Lt. Wheeler was helpful during the first week of the 614T's tests, but it was the third week that told the story. We returned to Hinton expecting to find Lt. Wheeler's patience worn rather thin by three weeks of nocturnal railfan visitors. Quite the contrary. He said that the railfans were all extremely polite and cooperative and demonstrated an excellent sense of awareness and safety. He respected what they were trying to do and put in some long hours to be a gracious host for the Chessie System.

So as you look at those night shots of 614T at Hinton, join us in saying, "Thank you, Lt. Wheeler."

Jim

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KODACHROME WALT GROSSELFINGER

KODACHROME RAILS AFTER DARK, BOB HART JR.

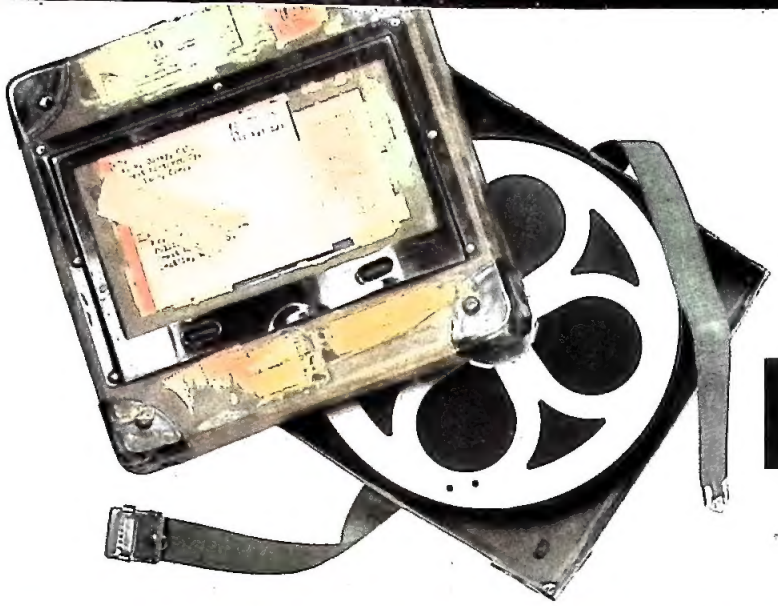
GRAND PRIZE in the Color Class went to Bob Hart, Jr.'s snowy night view (left) of the 614T at the Hinton coal dock at 6:00 a.m. on January 17. The b&w version of this same shot taken by Bob's "Rails After Dark" partner Howard Pincus took First Place in the B&W Night category (that photo was printed on page 44 of the July 1985 R&R). The morning of January 24 produced some stunning photos as the 614T charged through Handley: First Place in Color Action went to Roger Puta's shot (below) of the train passing beneath the signal bridge at the east end of the yard, while Walt Grosselfinger took an Honorable with his shot (above) made just seconds later.

KODACHROME ROGER E. PUTA

The 614T Photo Contest

KODAK VR100 BOB MOORE

WITH THE BROODING SKY and billowing smoke of a fine watercolor painting, Bob Moore of South Charleston, W.Va., took Second Place in Color Action with this print (above) of the 614T near Culloden on January 29. For the list of contest winners, see page 44, and for coverage of the test runs, see our May and July 1985 issues.



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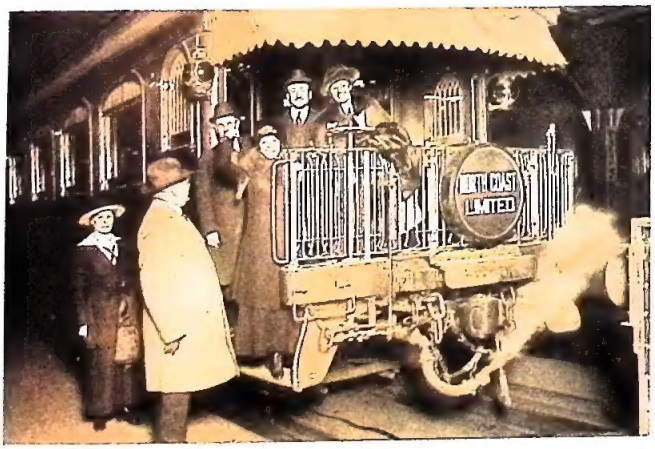

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